

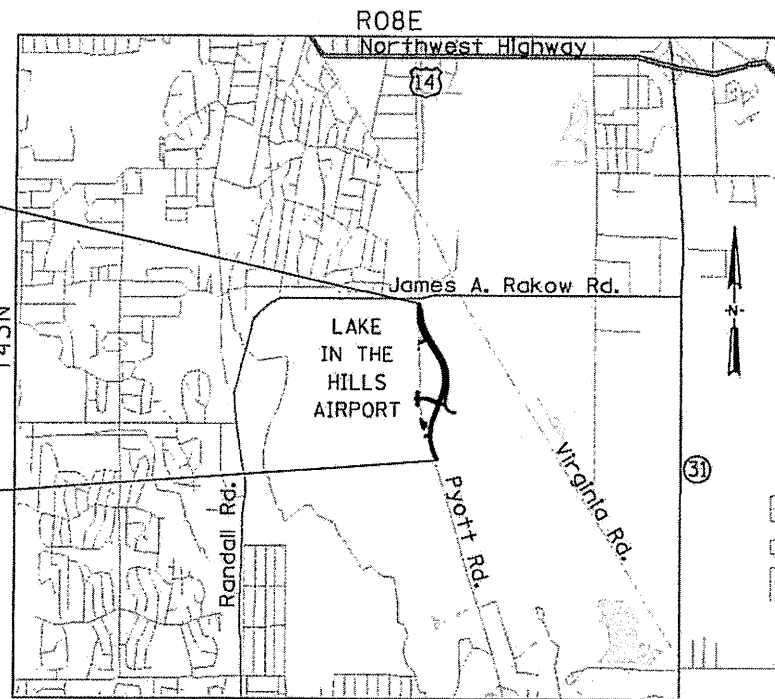
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PLANS FOR PROPOSED RELOCATION OF PYOTT ROAD PHASE II, GRADING AND PAVING

**VILLAGE OF LAKE IN THE HILLS
 MCHENRY COUNTY, ILLINOIS**

**AIP PROJECT NO. 3-17-0112-B10
 IDA PROJECT NO. 3CK-3807**



PYOTT ROAD
 END IMPROVEMENT
 STA. 47+30

PYOTT ROAD
 BEGIN IMPROVEMENT
 STA. 10+70

TRAFFIC DATA

PYOTT ROAD: 2005 ADT = 12,100

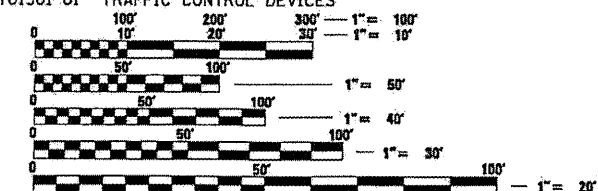
POSTED SPEED LIMIT:

PYOTT ROAD = 45 MPH
 ENTRANCE ROADS = 15 MPH

DESIGN SPEED:
 PYOTT ROAD = 50 MPH

**ILLINOIS DEPARTMENT OF TRANSPORTATION
 STANDARD DRAWINGS**

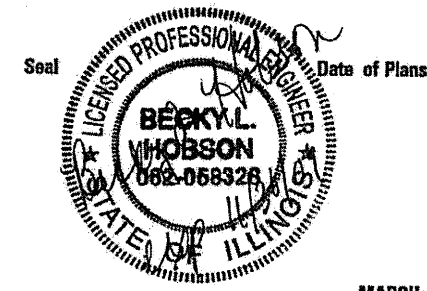
- BD 01 DISTRICT 1 STANDARDS - DRIVEWAY DETAILS DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER $\geq 15'$
- BD 02 DISTRICT 1 STANDARDS - DRIVEWAY DETAILS DISTANCE BETWEEN R.O.W. AND FACE OF CURB $< 15'$
- BD 32 DISTRICT 1 STANDARDS - BUTT JOINTS AND HMA TAPER DETAILS (MODIFIED)
- TC 10 DISTRICT 1 STANDARDS - TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
- TC 11 DISTRICT 1 STANDARDS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
- TC 13 DISTRICT 1 STANDARDS - TYPICAL PAVEMENT MARKINGS
- TC 22 DISTRICT 1 STANDARDS - ARTERIAL ROAD INFORMATION SIGN
- TC 26 DISTRICT 1 STANDARDS - DRIVEWAY ENTRANCE SIGNING
- 701001-02 OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
- 701006-03 OFF-RD OPERATIONS, 2L, 2W, 15' TO 2' FROM PAVEMENT EDGE
- 701301-03 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701306-02 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
- 701501-05 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701502-03 URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
- 701901-01 TRAFFIC CONTROL DEVICES



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-892-0123
 OR 811

ALGONQUIN TOWNSHIP
 N. T. S.
 GROSS AND NET LENGTH OF PROJECT = 3660 FT



MARCH 20, 2009

Becky L. Hobson, P.E.



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GENERAL NOTES

THE REVIEW AND APPROVAL OF THESE FINAL ENGINEERING PLANS BY THE MCHENRY COUNTY DIVISION OF TRANSPORTATION AND MCHENRY COUNTY CONSERVATION DISTRICT DOES NOT CONSTITUTE A RELEASE FROM OR A GRANT OF VARIATION FROM THE STANDARDS AND SPECIFICATIONS REQUIRED BY THE MCHENRY COUNTY DIVISION OF TRANSPORTATION AND MCHENRY COUNTY CONSERVATION DISTRICT. THE VILLAGE OF LAKE IN THE HILLS, THE VILLAGE OF LAKE IN THE HILLS' DESIGNATED REPRESENTATIVES AND/OR ALL SUCCESSORS AND ASSIGNS SHALL BE SOLELY RESPONSIBLE FOR ALL WORK AND IMPROVEMENTS WITHIN THE LIMITS OF THE COUNTY HIGHWAY AND CONSERVATION DISTRICT RIGHTS-OF-WAY. ALL WORK AND MATERIALS NECESSARY TO CONSTRUCT HIGHWAY, DRAINAGE AND ACCESS FACILITIES WITHIN THE LIMITS OF THE COUNTY HIGHWAY AND CONSERVATION DISTRICT RIGHTS-OF-WAY SHALL BE IN CONFORMANCE WITH THE PROVISIONS AND REQUIREMENTS OF THE MCHENRY COUNTY DIVISION OF TRANSPORTATION AND MCHENRY COUNTY CONSERVATION DISTRICT UNLESS OTHERWISE SPECIFIED AND APPROVED AS A WRITTEN CONDITION OF THE PERMIT.

1. THESE CONSTRUCTION PLANS RELY UPON THE SPECIAL PROVISIONS AND THE SPECIFICATIONS TO PROVIDER FOR A COMPLETE DESCRIPTION OF THE WORK AND CONSTRUCTION REQUIREMENTS. THE PLANS SHALL ONLY BE USED IN COMBINATION WITH ALL CONTRACT DOCUMENTS.
2. THE MCHENRY COUNTY DIVISION OF TRANSPORTATION AND MCHENRY COUNTY CONSERVATION DISTRICT SHALL NOT BE HELD LIABLE FOR ANY ERRORS OR OMISSIONS IN THE ENGINEERING PLANS AND SPECIFICATIONS OR FOR ANY ADDITIONAL WORK WHICH MAYBE NEEDED DUE TO ERRORS OR OMISSIONS IN THESE ENGINEERING PLANS.
3. THE VILLAGE OF LAKE IN THE HILLS SHALL BE RESPONSIBLE FOR ANY ADDITIONAL WORK, AND ALL COST THEREOF, REQUIRED BECAUSE OF ERRORS OR OMISSIONS IN THESE ENGINEERING PLANS AND SPECIFICATIONS AND FOR THE CORRECTION OF ANY CONSTRUCTION, MAINTENANCE, OR SAFETY PROBLEMS WHICH BECOME APPARENT DURING CONSTRUCTION OR THROUGH INSPECTIONS MADE BY THE VILLAGE OF LAKE IN THE HILLS' ENGINEER, THE MCHENRY COUNTY DIVISION OF TRANSPORTATION AND THE MCHENRY COUNTY CONSERVATION DISTRICT.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING THE PROPER LINE AND GRADES FOR ALL CONSTRUCTION WORK INCLUDING EARTHWORK, PAVING, CURBING AND DRAINAGE. THE VILLAGE OF LAKE IN THE HILLS ENGINEER SHALL BE RESPONSIBLE FOR ALL OTHER ENGINEERING WORK INCLUDING INSPECTIONS AND ANY TESTING REQUIRED BY THE MCHENRY COUNTY DIVISION OF TRANSPORTATION AND MCHENRY COUNTY CONSERVATION DISTRICT. AN INSPECTOR, AS PROVIDED OR APPROVED BY THE VILLAGE OF LAKE IN THE HILLS' ENGINEER, SHALL BE PRESENT DURING CRITICAL PHASES OF THE CONSTRUCTION WORK.
5. THE VILLAGE OF LAKE IN THE HILLS ENGINEER SHALL NOTE ANY CHANGES FROM THESE ENGINEERING PLANS AND SHALL NOTIFY THE MCHENRY COUNTY DIVISION OF TRANSPORTATION AND MCHENRY COUNTY CONSERVATION DISTRICT IMMEDIATELY OF ANY CHANGES THAT DEVIATE FROM THE INTENT OF THE ENGINEERING PLANS SUCH AS CHANGES IN DRAINAGE, GEOMETRICS OR GRADING.
6. THE MCHENRY COUNTY DIVISION OF TRANSPORTATION (815-334-4972) AND MCHENRY COUNTY CONSERVATION DISTRICT SHALL BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE START OF ANY WORK WITHIN THE COUNTY HIGHWAY AND CONSERVATION DISTRICT RIGHTS-OF-WAY. ALL PRAIRIE PATH CLOSURES SHALL BE LIMITED TO 48 HOURS.
7. A REPRESENTATIVE OF THE MCHENRY COUNTY DIVISION OF TRANSPORTATION MUST BE PRESENT DURING THE PROOF-ROLL OF THE SUBGRADE PRIOR TO THE PLACEMENT OF ANY BASE COURSE MATERIAL.
8. FOR MAINLINE TRAFFIC LANES THE PAVEMENT SURFACE SHALL NOT VARY MORE THAN 3/16 OF AN INCH IN A 16 FOOT DISTANCE AS MEASURED ALONG THE WHEEL LANES. FOR TURNING LANES, INCLUDING BY-PASS LANES, THE PAVEMENT SURFACE SHALL NOT VARY MORE THAN 3/8 OF AN INCH IN A 16 FOOT DISTANCE AS MEASURED ALONG THE WHEEL LANES.
9. IN ORDER TO SATISFY THE ABOVE SMOOTHNESS REQUIREMENTS FOR A PAVEMENT OVERLAY THE EXISTING PAVEMENT MAY NEED LEVELING BINDER OR COLD MILLING IN ORDER TO PROVIDE A PROPER BASE FOR THE BITUMINOUS BINDER COURSE. THE RESIDENT ENGINEER SHALL DETERMINE IF LEVELING BINDER OR COLD MILLING WILL BE NECESSARY.

10. THE MCHENRY COUNTY DIVISION OF TRANSPORTATION AND MCHENRY COUNTY CONSERVATION DISTRICT SHALL, AT ITS DISCRETION, REQUIRE THE CONTRACTOR TO TEST THE PAVEMENTS FOR SMOOTHNESS. FOR TESTING, THE BITUMINOUS CONTRACTOR SHALL PROVIDE THE NECESSARY EQUIPMENT INCLUDING CONSTRUCTION SIGNING AND TWO FLAGGERS. A REPRESENTATIVE OF THE MCHENRY COUNTY DIVISION OF TRANSPORTATION, MCHENRY COUNTY CONSERVATION DISTRICT, THE BITUMINOUS CONTRACTOR AND THE RESIDENT ENGINEER, OR A REPRESENTATIVE, SHALL BE PRESENT DURING TESTING. ANY PAVEMENT AREAS THAT DO NOT PASS THE ABOVE SMOOTHNESS REQUIREMENTS SHALL BE REMOVED BY THE GRINDING METHOD TO A 1-1/2" DEPTH AND RESURFACED WITH HMA.
11. UPON COMPLETION OF THE WORK WITHIN THE COUNTY HIGHWAY AND CONSERVATION DISTRICT RIGHT-OF-WAY THE REGISTERED PROFESSIONAL ENGINEER, WHO ACTING AS THE RESIDENT ENGINEER, SHALL SUBMIT TO THE PERMIT MANAGER OF THE MCHENRY COUNTY DIVISION OF TRANSPORTATION, A WRITTEN REQUEST FOR A FINAL INSPECTION AND WRITTEN CERTIFICATION THAT IMPROVEMENTS MEET THE REQUIREMENTS OF THE PERMIT, MCHENRY COUNTY DIVISION OF TRANSPORTATION AND THE MCHENRY COUNTY CONSERVATION DISTRICT.
12. 10 FT (3 M) TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.
13. WHERE ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
14. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.
15. STORM SEWER WATER MAIN IS TO BE USED AT LOCATIONS WHERE LATERAL SEPARATION BETWEEN THE SEWER AND WATER MAIN IS LESS THAN 10 ft (3.0m) AND THE WATER MAIN INVERT IS LESS THAN 1.5 ft (0.45 m) ABOVE THE STORM SEWER CROWN.
16. STORM SEWER, RUBBER GASKET IS TO BE USED AT LOCATIONS WHERE THE WATER MAIN CROSSES BELOW THE SEWER, REGARDLESS OF VERTICAL SEPARATION OR WHERE THE BOTTOM OF THE WATER MAIN IS LESS THAN 1.5 ft (0.45 m) ABOVE THE TOP OF THE SEWER.
17. BEFORE ORDERING STORM SEWERS, CATCH BASINS, PIPE CULVERTS, PIPE DRAINS, AND MANHOLES, THE CONTRACTOR SHALL CONTACT THE ENGINEER AS TO THE EXACT LENGTH AND QUANTITY REQUIRED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
18. THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.40 gal/yd². THE BITUMINOUS MATERIAL TACK COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.15 gal/yd².

19. BEFORE STARTING ANY CONSTRUCTION, THE CONTRACTOR SHALL CALL "J.U.L.I.E" AT (800)-892-0123 FOR FIELD LOCATIONS OF EXISTING UTILITIES (48 HOUR NOTIFICATION IS REQUIRED).
20. IF NECESSARY, THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
21. LOCATIONS OF UTILITIES ARE FROM THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL VERIFY LOCATION WITH THE UTILITY COMPANIES OR MAKE EXPLORATORY EXCAVATION WHERE NECESSARY TO VERIFY LOCATIONS. ANY TRENCH EXPLORATION, COST OF DELAYS, GRADE CHANGES, ETC., DUE TO UNDERGROUND UTILITIES IS TO BE CONSIDERED INCIDENTAL TO PRICE BID FOR CONSTRUCTION.
22. THE CONTRACTOR SHALL PROTECT ALL EXISTING AND NEW UTILITIES BY METHODS APPROVED BY THE STATE. HE SHALL BRACE AND SUPPORT THE UTILITIES PROPERLY TO PREVENT SETTLEMENT, DISPLACEMENT, OR CHANGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES AS SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY, BUT THE COST THEREOF SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.
23. THE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED PERMITS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
24. THE CONTRACTOR IS RESPONSIBLE FOR REQUIRED TRAFFIC CONTROL AND PROTECTION AS REQUIRED BY MCHENRY COUNTY DIVISION OF TRANSPORTATION AND MCHENRY COUNTY CONSERVATION DISTRICT.
25. CARE SHALL BE TAKEN TO PREVENT DAMAGE TO ADJACENT PROPERTY AND STRUCTURES OUTSIDE THE LIMITS OF CONSTRUCTION. ANY DAMAGE CAUSED BY THE CONTRACTOR OR HIS REPRESENTATIVES SHALL BE REPAIRED AT HIS OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR WILL BE RESPONSIBLE FOR NOTIFYING RESIDENTS AND SCHEDULING REPAIR WORK.
26. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

27. THE CONTRACTOR IS REQUIRED TO PROVIDE ACCESS TO RESIDENTIAL AND COMMERCIAL DRIVES THROUGHOUT PROJECT DURATION. THE CONTRACTOR IS RESPONSIBLE FOR GIVING AT LEAST 24 HOURS NOTICE TO RESIDENTS WHEN CONSTRUCTION WILL (OR POTENTIALLY WILL) AFFECT RESIDENTS.
28. NO DRIVEWAY SHALL REMAIN CLOSED FOR MORE THAN ONE DAY. TEMPORARY GRAVEL OR CRUSHED STONE SHALL BE PLACED IN THE DRIVEWAY UNTIL THE PERMANENT RESTORATION IS COMPLETED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCIDENTAL TO ITEM 150530. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO REOPEN ANY DRIVEWAY IMPACTED BY CONSTRUCTION AS SOON AS POSSIBLE.
29. NO STOCKPILING OF MATERIAL ON THE JOB SITE IS PERMITTED EXCEPT AS AUTHORIZED BY THE RESIDENT ENGINEER.
30. THE CONTRACTOR SHALL ADJUST PROPOSED UTILITY LOCATIONS AND GRADES, AS DIRECTED BY THE ENGINEER, MCHENRY COUNTY DOT, AND MCHENRY COUNTY CONSERVATION DISTRICT IF A UTILITY CONFLICT EXISTS, TO A LOCATION OR GRADE TO BE DETERMINED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
31. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE ALL MATERIALS AND DEBRIS AS DEFINED IN THE CONTRACT DOCUMENTS, PRIOR TO THE END OF EACH WORKING DAY. THE CLEAN-UP WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
32. THE CONTRACTOR SHALL SAWCUT TO A FULL DEPTH ALL ROADWAYS TO BE REMOVED, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
33. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ESTABLISHMENT OF FINISHED GRADES. THE ENGINEER MAY ASSIST THE CONTRACTOR, AS APPLICABLE, BUT THE RESPONSIBILITY FOR COORDINATING THE FINISHED GRADE ELEVATIONS SHALL REMAIN WITH THE CONTRACTOR.
34. ALL DISTURBED AREAS WHERE RESTORATION IS NOT COVERED BY APPLICABLE SECTIONS OF THE SPECIAL PROVISIONS MUST BE RESTORED TO THE SATISFACTION OF THE ENGINEER. THE WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. SEPARATE PAYMENT WILL NOT BE MADE.
35. THE CONTRACTOR SHALL WORK WITHIN THE DESIGNATED ROAD ROW AND THE LANDS OWNED BY THE VILLAGE OF LAKE IN THE HILLS.
36. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING THE PRAIRIE BICYCLE PATH AT CROSSINGS AND MAINTAINING THE PATH DURING CONSTRUCTION. PROPER SIGNAGE SHALL BE USED AT ALL TIMES TO ENSURE THE SAFETY OF PATH USERS.



| LEGEND | |
|-------------------------|---|
| TRANSPORTATION SURFACE | NGS HORIZONTAL CONTROL STATION (TARGETED) (FIELD) |
| RAILROAD | NGS GARFIELD ELEV 674.15 |
| ABANDONED RAILROAD | TH-9301 T-541.78 |
| GUARD RAIL | HORIZONTAL CONTROL STATION (TARGETED) (FIELD) |
| GUARD POST | GLOBAL POSITIONING SYSTEM (TARGETED) (FIELD) |
| SINGLE POST SIGN | GH-9201 T-787.04 |
| POWER LINE | HORIZONTAL PICTURE TIE (TARGETED) (FIELD) |
| TELEPHONE OR TELEGRAPH | H-9001 T-787.04 |
| LIGHT STANDARD | HORIZONTAL PICTURE TIE (POST CONTROL) (FIELD) |
| TRAFFIC SIGNAL | HPT-9340 T-787.04 |
| FIRE HYDRANT | VERTICAL PICTURE TIE (FIELD) |
| MANHOLE | T-675.34 |
| INLET | PP-5 |
| CULVERT | PRINCIPAL POINT |
| DISAPPEARING CULVERT | VEGETATION OUTLINE |
| DITCH CHECK | SINGLE TREE OR BUSH |
| DITCH-STREAM-SHORELINE | STUMP |
| DISAPPEARING DITCH | FENCE |
| MARSH | BUILDINGS |
| RIGHT OF WAY MARKER | MAILBOX |
| ABOVE GROUND SPLICE BOX | |
| HANDHOLE | |
| LOCATED OBJECT | |

| | | | | | | | | |
|--|------------------------|-----------------|-----------|---|----------------------|---|--------------|-----------|
| FILE NAME = | USER NAME = B1ain01219 | DESIGNED - CBP | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | GENERAL NOTES | COUNTY | TOTAL SHEETS | SHEET NO. |
| 11\05\jobs\00841\05b802\civil part b\sheet | NC-GEN-NOTES.SHT | DRAWN - CBP | REVISED - | | | MCHENRY | 143 | 2 |
| PLOT SCALE = 2.0000' / 1" | | CHECKED - BLB | REVISED - | | | | | |
| PLOT DATE = 02\25\2009, 11:44 AM | | DATE - 05/21/08 | REVISED - | | | | | |
| SCALE: | | | | | | AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CX-3807 | | |

SUMMARY OF QUANTITIES

PHASE II CONSTRUCTION - SUMMARY OF QUANTITIES

| Item Number | Item Description | Unit of Measure | Quantity |
|-------------|--|-----------------|----------|
| AR150510 | ENGINEER'S FIELD OFFICE | LUMP SUM | 1.0 |
| AR152410 | UNCLASSIFIED EXCAVATION | CUBIC YARD | 25,350.0 |
| AR152460 | TOPSOIL STRIPPING | CUBIC YARD | 8,600.0 |
| AR156510 | SILT FENCE | LINEAR FOOT | 3,772.4 |
| AR156511 | DITCH CHECK | EACH | 9.0 |
| AR156544 | RIPRAP - GRADATION NO. 4 | SQUARE YARD | 98.7 |
| AR208606 | 6" AGGREGATE BASE COURSE | SQUARE YARD | 2,556.0 |
| AR208608 | 8" AGGREGATE BASE COURSE | SQUARE YARD | 3,339.3 |
| AR401650 | BITUMINOUS PAVEMENT MILLING | SQUARE YARD | 546.0 |
| AR401665 | BITUMINOUS PAVEMENT SAWING | LINEAR FOOT | 1,322.0 |
| AR401900 | REMOVE BITUMINOUS PAVEMENT | SQUARE YARD | 11,538.0 |
| AR602510 | BITUMINOUS PRIME COAT | GALLON | 10,200.0 |
| AR603510 | BITUMINOUS TACK COAT | GALLON | 12,948.0 |
| AR620530 | PAVEMENT MARKING - EPOXY | SQUARE FOOT | 850.0 |
| AR701512 | 12" RCP, CLASS IV | LINEAR FOOT | 96.0 |
| AR701515 | 15" RCP, CLASS IV | LINEAR FOOT | 47.0 |
| AR701900 | REMOVE PIPE | LINEAR FOOT | 284.6 |
| AR752412 | PRECAST REINFORCED CONC. FES 12" | EACH | 6.0 |
| AR752415 | PRECAST REINFORCED CONC. FES 15" | EACH | 4.0 |
| AR752512 | GRATING FOR CONC. FES 12" | EACH | 6.0 |
| AR752515 | GRATING FOR CONC. FES 15" | EACH | 4.0 |
| AR803002 | SEEDING- MIXTURE 2A | ACRE | 2.9 |
| AR803003 | SEEDING, NATIVE MIX | ACRE | 0.4 |
| AR803004 | CLEARING TREE 0-6" DBH | EACH | 4.0 |
| AR803005 | CLEARING TREE 6"-15" DBH | EACH | 5.0 |
| AR803006 | CLEARING TREE OVER 15" DBH | EACH | 5.0 |
| AR803007 | STUMP REMOVAL 0-6" DBH | EACH | 4.0 |
| AR803008 | STUMP REMOVAL 6"-15" DBH | EACH | 5.0 |
| AR803009 | STUMP REMOVAL OVER 15" DBH | EACH | 5.0 |
| AR803013 | EROSION MAT - DITCH BOTTOM | SQUARE YARD | 57.7 |
| AR803018 | CONSERVATION COVER | ACRE | 4.0 |
| AR803019 | HMA SURFACE MIX "D", N70, PG 64-22 | TON | 1,567.0 |
| AR803021 | HMA BINDER IL-19, N70, PG 64-22 | TON | 2,605.0 |
| AR803022 | HMA BASE COURSE, PG 58-22, 8" | SQUARE YARD | 19,686.0 |
| AR803023 | HMA SURFACE MIX "C", N50, PG 58-22 | TON | 611.9 |
| AR803024 | HOT-MIX ASPHALT SHOULDERS, 8" | SQUARE YARD | 3,474.0 |
| AR803025 | SUBBASE GRANULAR MAT., TYPE B, 4" | SQUARE YARD | 18,694.0 |
| AR803026 | SUBBASE GRANULAR MAT., TYPE B, 7.75" | SQUARE YARD | 4,429.0 |
| AR803027 | AGGREGATE SHOULDERS, TYPE B, 8" | SQUARE YARD | 3,648.0 |
| AR803028 | CONSTRUCTING TEST STRIP | EACH | 4.0 |
| AR803031 | GROOVED 4" LINE HP PAVEMENT TAPE | LINEAR FOOT | 19,810.0 |
| AR803032 | GROOVED 6" LINE HP PAVEMENT TAPE | LINEAR FOOT | 1,623.0 |
| AR803033 | HOT INLAID 24" LINE HP PVT TAPE | LINEAR FOOT | 40.0 |
| AR803034 | HOT INLAID 12" LINE HP PVT TAPE | LINEAR FOOT | 370.0 |
| AR803035 | HOT INLAID LETTERS & SYMBOLS, HP TAPE | SQUARE FOOT | 440.0 |
| AR803036 | CHANGEABLE MESSAGE SIGN | CAL MO | 16.0 |
| AR803037 | SIGN PANEL | SQUARE FOOT | 246.0 |
| AR803038 | METAL POST - TYPE B | LINEAR FOOT | 708.0 |
| AR803039 | REMOVE FENCE | LINEAR FOOT | 2,816.0 |
| AR803040 | IDOT SPEC X0322256 - TEMP INFO SIGNING | SQUARE FOOT | 51.0 |
| AR803041 | IDOT SPEC X7012620 - TR CONT & PROT 701501 | LUMP SUM | 1.0 |
| AR803042 | IDOT SPEC 70300825 TEMP PT PVT MK 4 YEL | LINEAR FOOT | 3,600.0 |
| AR803043 | IDOT SPEC 70300725 TEMP PT PAVT MK 4 WH | LINEAR FOOT | 3,500.0 |
| AR803044 | IDOT SPEC 70300320 PAVT MARK TAPE T1 4 | LINEAR FOOT | 300.0 |
| AR803045 | IDOT SPEC X7012622 TR CONT & PROT 701502 | LUMP SUM | 1.0 |
| AR803046 | IDOT SPEC X7010530 TC-PROT 701306 SPL | LUMP SUM | 1.0 |
| AR904510 | SODDING | SQUARE YARD | 2,246.0 |
| AR905510 | TOPSOILING (FROM ON SITE) | CUBIC YARD | 4,000.0 |
| AR908510 | MULCHING | ACRE | 7.3 |
| AR910915 | REMOVE ROADWAY SIGN | EACH | 11.0 |

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FILE NAME = I:\05\Jobs\00841\0588021\Civil Part B\Sheets\VC-SUM-QUANT.SHT
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PLOT DATE = 03/23/2009, 10:47 AM

USER NAME = Blair01219
DESIGNED -
DRAWN -
CHECKED - BLB
DATE - 05/21/08

REVISED -
REVISED -
REVISED -
REVISED -

DESIGNED -
DRAWN -
CHECKED - BLB
DATE - 05/21/08

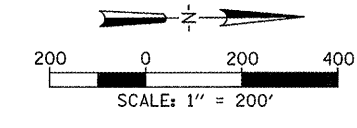
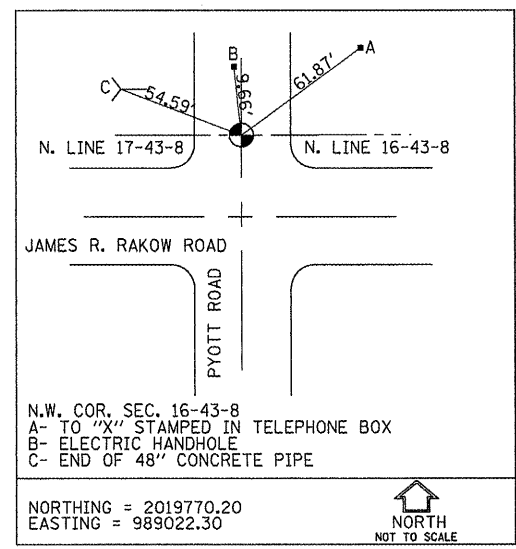
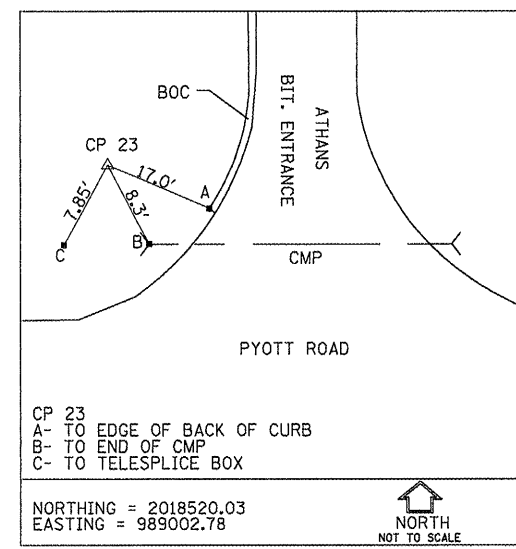
VILLAGE OF
LAKE IN THE HILLS, ILLINOIS

SUMMARY OF QUANTITIES
SCALE:

| | | |
|---------|--------------|-----------|
| COUNTY | TOTAL SHEETS | SHEET NO. |
| MCHENRY | 143 | 3 |

AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807

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HORIZONTAL CONTROL NAD 83 (2007)
 NH1653 LAKEPORT (NGS 1990) NAVD 88
 AT 2950 PYOTT (SECT 2000) NAVD 88
 VERTICAL CONTROL NAVD 88
 ILLINOIS STATE PLANE COORDINATES, EAST ZONE (1201)
 NAVD 88 = NGVD (1929 ADJUSTED) + 0.161 FT

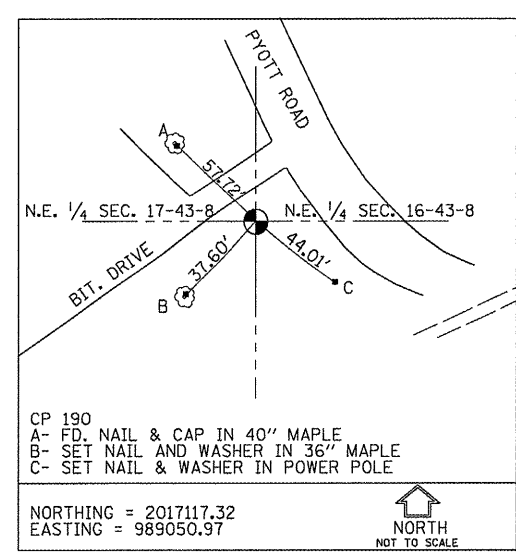
S.W. COR. SEC. 16-43-8
 SECTION CORNER
 N 2014479.34
 E 989052.50

W. 1/4 COR. SEC. 16-43-8
 5/8" IRON ROD
 CONTROL POINT 190
 1/4 SECTION CORNER
 17-16
 N: 2017117.32
 E: 989050.97
 ELEV: 884.64

DRIVEWAY
 ENTRANCE 30+00
 R = 50.0'
 PI = 30+57.30
 PC = 30+51.49
 PT = 30+63.05

R = 2122.26'
 PI = 624+12.20
 PC = 619+65.43
 PT = 628+46.11

R = 135.09'
 PI = 60+70.52
 PC = 60+31.36
 PT = 61+07.59



CP 190
 A- FD, NAIL & CAP IN 40" MAPLE
 B- SET NAIL AND WASHER IN 36" MAPLE
 C- SET NAIL & WASHER IN POWER POLE

NORTHING = 2017117.32
 EASTING = 989050.97

NAD 83 (2007)

| HORIZONTAL CONTROL NAD 83 (2007) | | | | VERTICAL CONTROL NAVD88 | |
|----------------------------------|------------|-----------|--------|--|--|
| CONTROL POINT | NORTHING | EASTING | ELEV. | LOCATION | |
| CP 22 | 2018031.24 | 989003.80 | 888.21 | 5/8" IRON ROD ALONG W. R.O.W. PYOTT ROAD | |
| CP 23 | 2018520.03 | 989002.78 | 886.17 | 5/8" IRON ROD ALONG W. R.O.W. PYOTT ROAD | |
| CP190 | 2017117.32 | 989050.97 | 884.64 | 5/8" IRON ROD AT W. 1/4" COR. SEC. 16-43-8 | |

R = 965.0'
 PI = 16+63.95
 PC = 12+80.02
 PT = 20+10.83

DRIVEWAY
 ENTRANCE 40+00
 R = 50.0'
 PI = 40+76.50
 PC = 40+66.89
 PT = 40+85.88

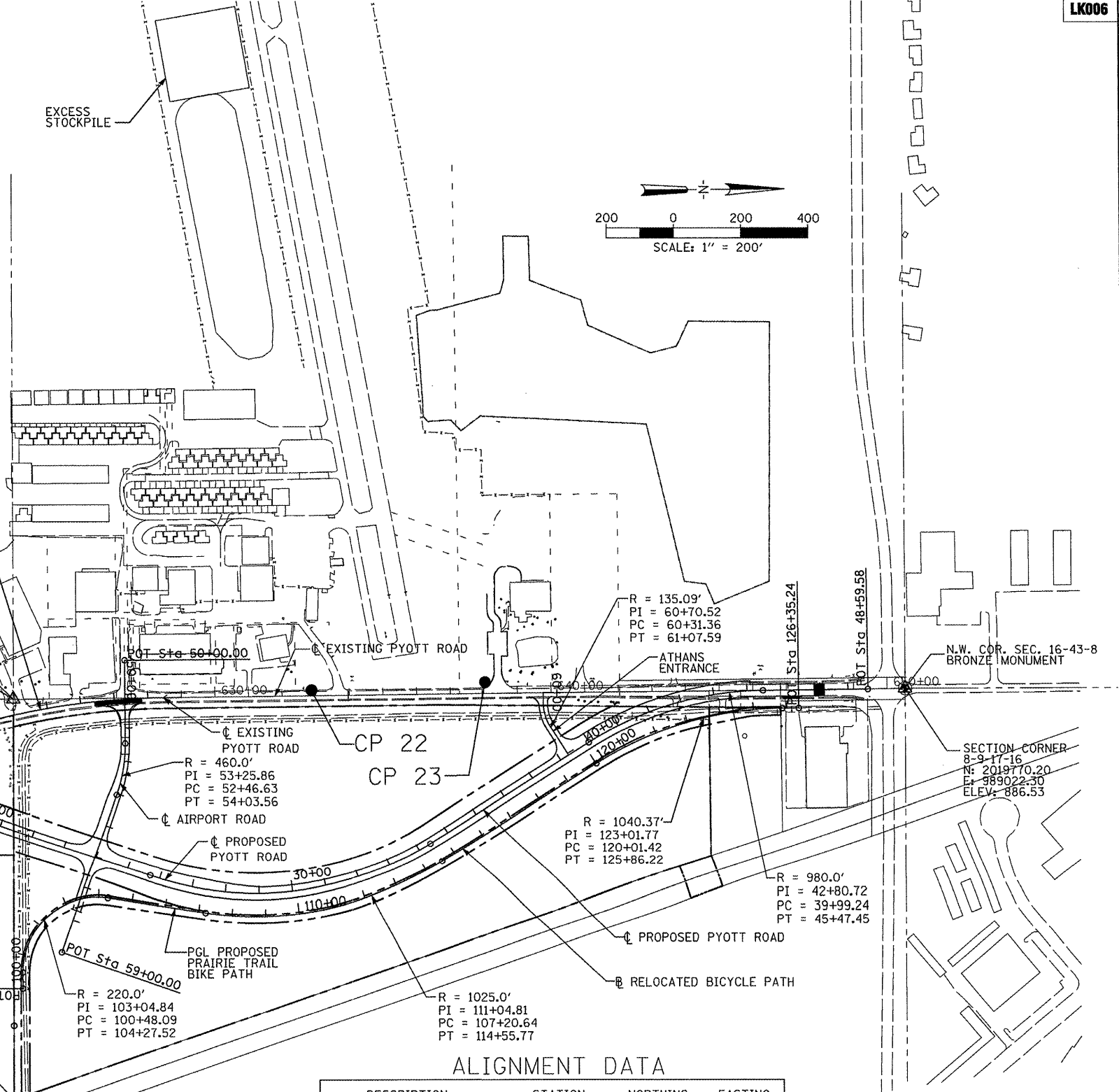
R = 220.0'
 PI = 103+04.84
 PC = 100+48.09
 PT = 104+27.52

R = 1025.0'
 PI = 111+04.81
 PC = 107+20.64
 PT = 114+55.77

R = 980.0'
 PI = 42+80.72
 PC = 39+99.24
 PT = 45+47.45

3/4" IRON PIPE
 N 2017119.29
 E 990246.16

E. 1/4 COR.
 SEC. 16-43-8



ALIGNMENT DATA

| DESCRIPTION | STATION | NORTHING | EASTING |
|-----------------------------------|-----------------|--------------|------------|
| EXISTING PYOTT ROAD | BEGIN 612+13.99 | 2,016,024.59 | 989,546.90 |
| | END 650+54.01 | 2,019,770.20 | 989,022.30 |
| PROPOSED PYOTT ROAD | BEGIN 10+00.00 | 2,016,026.14 | 989,546.24 |
| | END 48+59.58 | 2,019,658.58 | 989,024.38 |
| ATHANS ENTRANCE | BEGIN 60+00.00 | 2,018,692.92 | 989,034.23 |
| | END 62+06.18 | 2,018,768.18 | 989,220.62 |
| DRIVEWAY 30+00 | BEGIN 30+00.00 | 2,016,414.78 | 989,280.37 |
| | END 31+00.00 | 2,016,450.70 | 989,373.05 |
| DRIVEWAY 40+00 | BEGIN 40+00.00 | 2,016,608.97 | 989,225.04 |
| | END 41+27.99 | 2,016,641.86 | 989,346.67 |
| AIRPORT ROAD | BEGIN 50+00.00 | 2,017,447.73 | 988,936.72 |
| | END 59+00.00 | 2,017,261.07 | 989,806.38 |
| PROPOSED PRAIRIE BICYCLE PATH PGL | BEGIN 100+00.00 | 2,017,145.52 | 989,914.21 |
| | END 126+35.24 | 2,019,452.73 | 989,080.45 |

ALIGNMENT NOTES

- CURVE DATA AND TABLES ON PLAN AND PROFILE SHEETS
- EXISTING PYOTT ROAD IS BASED ON BEST INTERPRETATION OF PYOTT ROAD PLANS DATED JULY 8, 1957
- PROPOSED PYOTT ROAD MEETS EXISTING PYOTT ROAD AT BEST FIT BASED ON SURVEY.
- SEE GENERAL NOTES SHEET FOR LEGEND

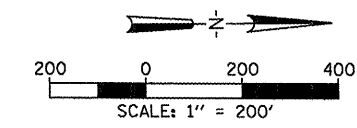
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| | | CHECKED - BLB | REVISED - |
| | | DATE - 05/21/08 | REVISED - |

VILLAGE OF LAKE IN THE HILLS, ILLINOIS

ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1"=200'

| | | |
|---|--------------|-----------|
| COUNTY | TOTAL SHEETS | SHEET NO. |
| MCHENRY | 143 | 4 |
| AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | |



GENERAL NOTES

PROJECT DESCRIPTION

THIS PROJECT IS THE CONSTRUCTION OF A 3600' SECTION OF PYOTT ROAD NEAR LAKE IN THE HILLS AIRPORT INCLUDING, AMONG OTHER INCIDENTAL WORK, THE FOLLOWING ITEMS:

- RELOCATION OF PYOTT ROAD AND PRAIRIE BICYCLE PATH
- PAVEMENT MARKING AND SIGNAGE
- TOPSOILING, SEEDING, AND SODDING AROUND NEW PAVEMENTS
- CONSTRUCTION OF NEW AND EXTENSION OF EXISTING STORM SEWER PIPE SYSTEM

PROTECTION OF EXISTING AIRPORT FACILITIES

THE CONTRACTOR IS TO BE RESPONSIBLE FOR THE PROTECTION OF EXISTING UNDERGROUND AND OVERHEAD UTILITIES AND LIGHTING EQUIPMENT; DRIVEWAY AND ROAD PAVEMENT AND SHOULDERS; AND SEEDED AND TURFED AREAS THAT ARE UTILIZED IN OR AFFECTED BY THE CONTRACTOR'S ACTIVITIES. ITEMS DAMAGED BY THE CONTRACTOR ARE TO BE REPAIRED AT CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE.

CONTRACTOR'S ACCESS AND TEMPORARY FACILITIES

THE CONTRACTOR IS TO SECURE ALL NECESSARY PERMITS FOR THE USE OF ANY PUBLIC RIGHTS-OF-WAY AND IS TO MAINTAIN TRAFFIC ON THESE PUBLIC ROADS AT ALL TIMES, WITH THE COSTS OF PERMITTING, CLEANING AND REPAIRING OF PAVEMENT DAMAGED BY CONTRACTOR'S ACTIVITIES INCIDENTAL TO THE CONTRACT. USE OF AND REPAIRS TO ANY PUBLIC FACILITIES ARE TO BE COMPLETED TO THE SATISFACTION OF THE FACILITY'S OWNER.

THE CONTRACTOR IS TO PROVIDE TEMPORARY CONSTRUCTION ROADS WITHIN THE CONSTRUCTION LIMIT LINES AS MAY BE REQUIRED BY HIS ACTIVITIES. HEAVY VEHICLES SHALL NOT CROSS EXISTING PAVEMENT SURFACES EXCEPT AS APPROVED BY THE OWNER'S REPRESENTATIVE. ANY DAMAGE TO PAVEMENTS THAT MAY OCCUR BY THE CONTRACTOR'S ACTIVITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE.

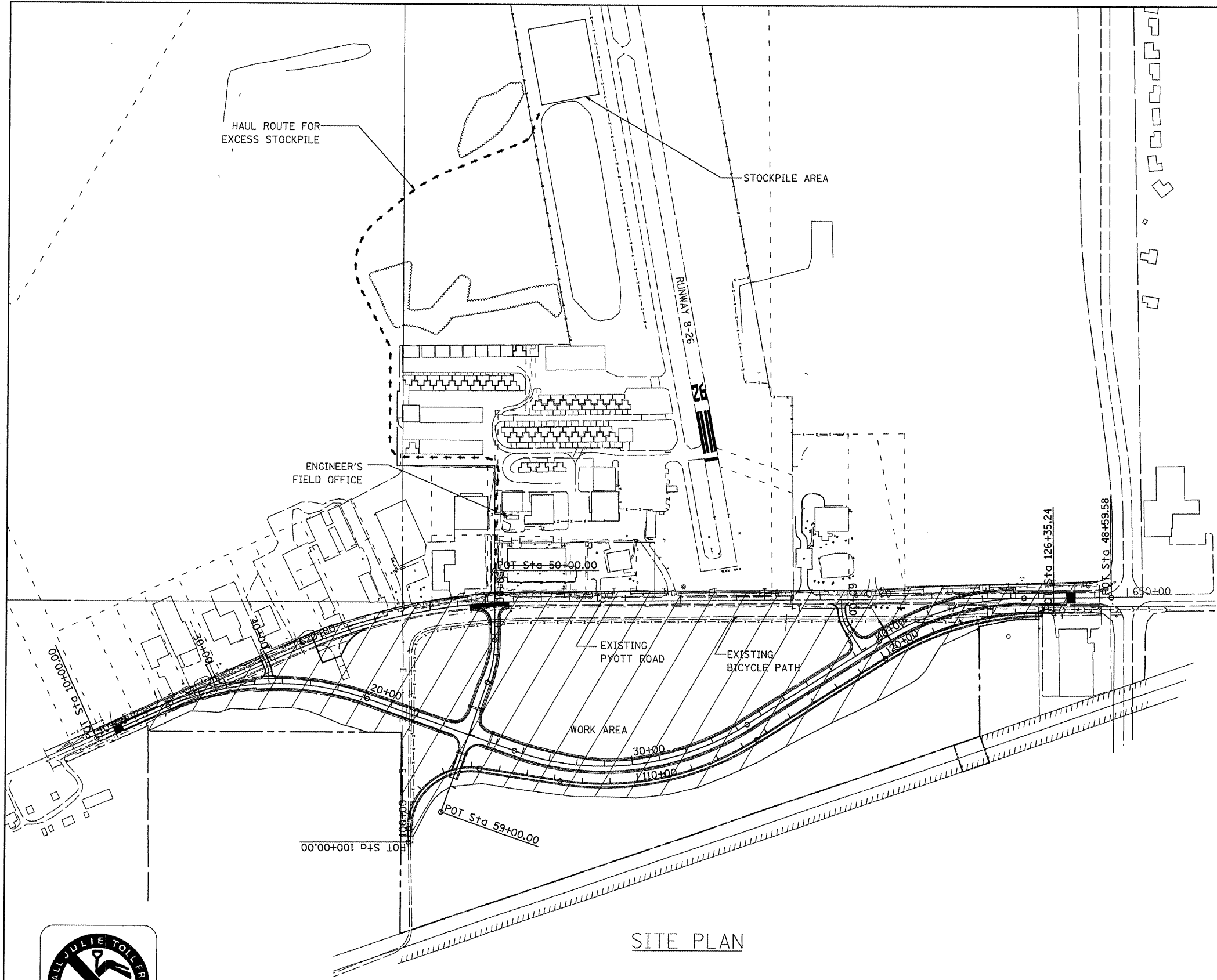
THE CONTRACTOR IS TO PROVIDE AN EQUIPMENT STORAGE AND PARKING AREA AT THE LOCATIONS SHOWN ON THIS SHEET. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE ACCESS ROADS AND THE STORAGE AREA DURING CONSTRUCTION AND TO RESTORE THE AREAS AT PROJECT COMPLETION TO CONDITIONS SUITABLE TO THE OWNER'S REPRESENTATIVE. THE COST OF PROVIDING, MAINTAINING AND RESTORING THE TEMPORARY FACILITIES IS INCIDENTAL TO THE CONTRACT.

RESPONSIBILITY FOR EXISTING UTILITIES

THE LOCATION, SIZE AND/OR TYPE OF MATERIAL OF EXISTING UNDERGROUND OR OVERHEAD UTILITIES AS MAY BE INDICATED ON THESE CONSTRUCTION PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE PROJECT ENGINEER HAVE INDEPENDENTLY VERIFIED THIS INFORMATION AND NEITHER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, SUFFICIENCY OR COMPLETENESS OF THE INFORMATION AND GIVE NO EXPRESSED OR IMPLIED GUARANTEE THAT ANY CONDITIONS INDICATED ARE REPRESENTATIVE OF ACTUAL CONDITIONS TO BE ENCOUNTERED.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES AND AGENCIES OF HIS CONSTRUCTION PLANS AND SHALL OBTAIN FROM EACH PARTY DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF ALL UTILITIES AND THE WORKING SCHEDULE OF ANY REMOVALS OR ADJUSTMENTS REQUIRED OF THE UTILITY. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (PHONE 800-892-0123) TO ASSIST IN THE ABOVE.

THE CONTRACTOR SHALL PROTECT ANY FACILITIES TO THE SATISFACTION OF THE UTILITY OR OWNING-AGENCY WITH THE COST OF ANY REQUIRED PROTECTION TO BE INCIDENTAL TO THE CONTRACT. IN THE EVENT A UTILITY LINE OR SERVICE IS UNEXPECTEDLY ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER'S REPRESENTATIVE AND THE UTILITY COMPANY OR AGENCY OF JURISDICTION. ANY SUCH UTILITIES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO SERVICE AT ONCE.

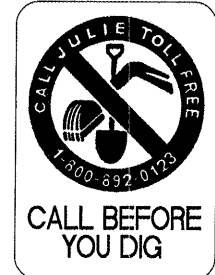


SITE PLAN

NOTES

1. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT 20 FEET FOR ALL WORK, EXCEPT BY PRIOR APPROVAL OF THE ENGINEER (SEE SPECIAL PROVISIONS).
2. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.

PROJECT IS LOCATED IN ALGONQUIN TOWNSHIP (T. 43 N. - R. 08 E.), MCHENRY COUNTY



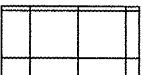


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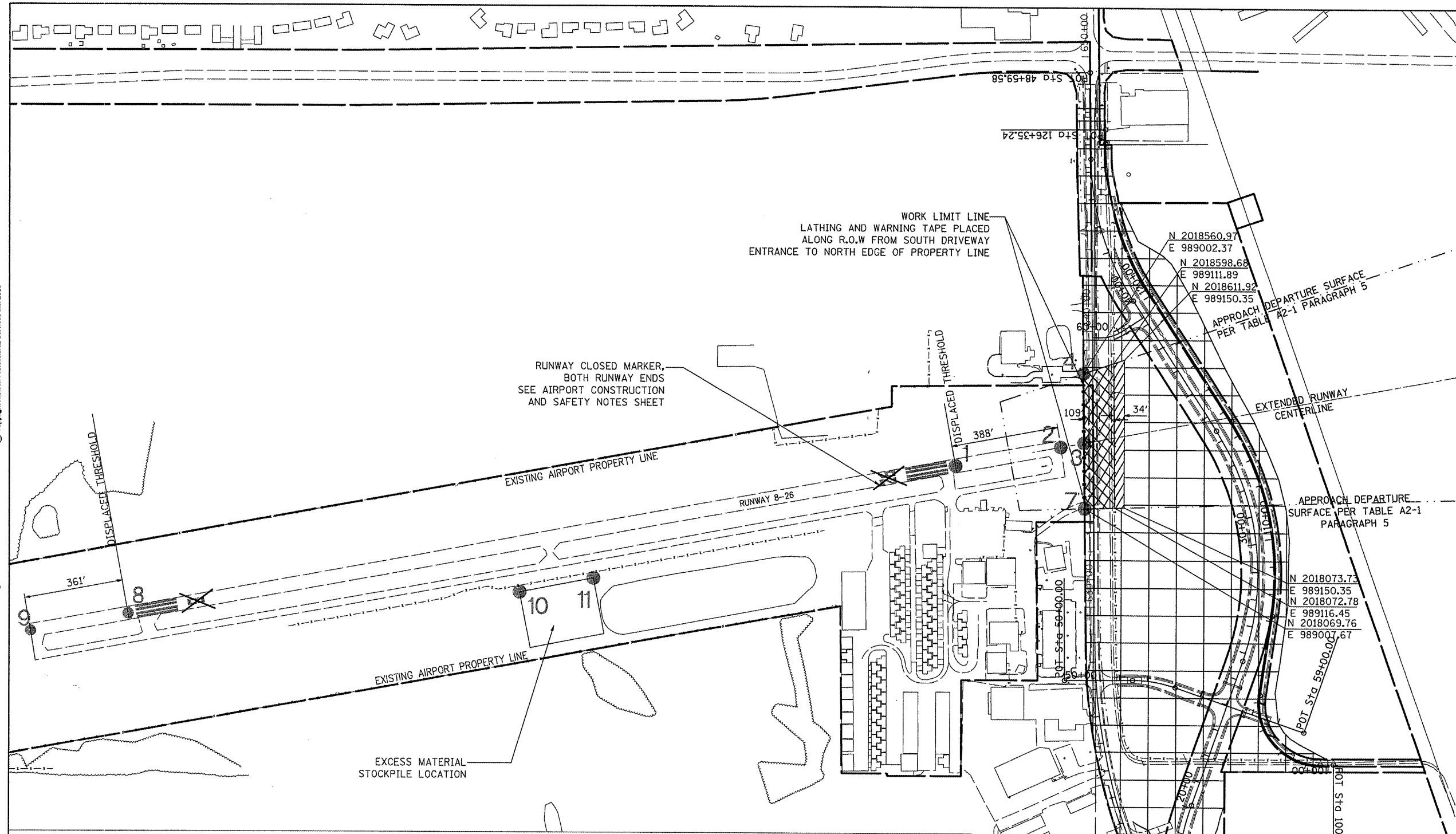
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| FILE NAME = | USER NAME = B1a1n01219 | DESIGNED - CBP | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | SITE PLAN PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. | | |
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| PLOT SCALE = 3/32" = 1' / IN. | CHECKED - BLB | REVISED - | | | | | | | | |
| PLOT DATE = 02/25/2009, 11:45 AM | DATE - 05/21/08 | REVISED - | | | | | | | | |
| SCALE: 1"=200' | | | | | AIP NO. 3-17-012-810 ILLINOIS IDA NO. 3CK-3807 | | | | | |

LEGEND

-  CONSTRUCTION AREA
EQUIPMENT HEIGHT
10' OR LESS
-  CONSTRUCTION AREA
EQUIPMENT HEIGHT
15' OR LESS
-  CONSTRUCTION AREA
EQUIPMENT HEIGHT
25' OR LESS

NOTES

1. RUNWAY 8-26 SHALL BE CLOSED IF THE CONTRACTOR IS WORKING WITHIN 150 FEET OF THE RUNWAY CENTERLINE, WITHIN 300 FEET OF THE DISPLACED THRESHOLD, OR IF THE CONTRACTOR NEEDS TO ENCOACH UPON THE CONSTRUCTION EQUIPMENT ELEVATION RESTRICTIONS SHOWN ON THE PLAN.
2. PRIOR TO ANY RUNWAY CLOSURE, THE CONTRACTOR MUST FIRST CONTACT THE ENGINEER SO THAT THE RUNWAY CLOSURE CAN BE COORDINATED WITH THE AIRPORT.
3. FOR RUNWAY CLOSURES, SEE AIRPORT CONSTRUCTION AND SAFETY NOTES SHEET FOR DETAILS.
4. HORIZONTAL CONTROL NAD 83, VERTICAL CONTROL NAVD 88.
5. STATIONS AND ELEVATIONS SHOWN ARE IN FEET.
6. RUNWAY END COORDINATES ARE GIVEN AT THE THRESHOLDS.
7. THE CURRENT RUNWAY STANDARD FOR RUNWAY 8-26 IS AIRPLANE DESIGN GROUP B-11 WITH NON-PRECISION APPROACHES ON BOTH RUNWAY 8 AND RUNWAY 26. THE VISIBILITY MINIMUMS ARE GREATER THAN 1 MILE FOR BOTH RUNWAYS.
8. ELEVATIONS GIVEN FOR POINTS NOT ON THE RUNWAY ARE BASED ON CONTOURS CREATED FROM FIELD SURVEY.
9. PROJECT INCLUDES CLEARING AND GRUBBING, INSTALLATION OF CONSTRUCTION FENCE, UNCLASSIFIED EXCAVATION, INSTALLATION OF DRAINAGE, GRADING, TOP SOILING, SEEDING, EROSION CONTROL, ASPHALT PAVING, MARKING AND SIGNAGE.



OBJECT INFORMATION AND RUNWAY END COORDINATES

| ITEM NO. | DESCRIPTION | LATITUDE | LONGITUDE | ELEVATION (OBJECT HEIGHT ABOVE GROUND-FT) |
|----------|------------------------|---------------------|---------------------|---|
| 1 | RUNWAY 26 DISPLACEMENT | N 42° 12' 27.18437" | W 88° 19' 03.01444" | 885.54 |
| 2 | RUNWAY 26 | N 42° 12' 27.86860" | W 88° 18' 57.94295" | 885.25 |
| 3 | CONSTRUCTION EQUIPMENT | N 42° 12' 28.02068" | W 88° 18' 56.81566" | 885.97 (10.0) |
| 4 | CONSTRUCTION EQUIPMENT | N 42° 12' 30.51031" | W 88° 18' 56.85116" | 887.40 (10.0) |
| 7 | CONSTRUCTION EQUIPMENT | N 42° 12' 25.65772" | W 88° 18' 56.78196" | 886.41 (10.0) |
| 8 | RUNWAY 8 DISPLACEMENT | N 42° 12' 21.79810" | W 88° 19' 42.91993" | 884.7 |
| 9 | RUNWAY 8 | N 42° 12' 21.16081" | W 88° 19' 47.63945" | 884.68 |
| 10 | STOCKPILE | N 42° 12' 22.61788" | W 88° 19' 24.01971" | 865.00 (10.0) |
| 11 | STOCKPILE | N 42° 12' 23.12383" | W 88° 19' 20.46890" | 865.00 (10.0) |

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VILLAGE OF LAKE IN THE HILLS, ILLINOIS

CONSTRUCTION AND SAFETY PLAN

| | | | |
|--|------------------------|-----------------|-----------|
| FILE NAME = | USER NAME = Blair01219 | DESIGNED - CBP | REVISED - |
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| | | CHECKED - BLB | REVISED - |
| | | DATE - 05/21/08 | REVISED - |

SCALE: 1"=200'

| | | |
|---------|--------------|-----------|
| COUNTY | TOTAL SHEETS | SHEET NO. |
| MCHENRY | 143 | 6 |

CONSTRUCTION AND SAFETY NOTES

SEQUENCE OF CONSTRUCTION

TO MINIMIZE DISRUPTIONS TO AIRPORT OPERATIONS, CONSTRUCTION OPERATIONS MUST BE CONTROLLED THROUGHOUT THE PROJECT'S DURATION AND WORK MUST BE COMPLETED EXPEDITIOUSLY. THE CONTRACTOR IS TO EITHER FOLLOW THE CONSTRUCTION STAGING PLAN PROVIDED OR PREPARE AND FOLLOW AN ALTERNATIVE STAGING PLAN THAT MEETS PLAN REQUIREMENTS. THE ALTERNATE STAGING PLAN MUST BE SATISFACTORY TO THE PROJECT ENGINEER AND THE AIRPORT MANAGER. THE CONTRACTOR SHALL EXPEDITE WORK AT THOSE STAGES OR PORTIONS OF STAGES WHEN ACTIVE RUNWAYS, TAXIWAYS, APRONS, ROADWAYS OR PARKING LOTS MUST BE CLOSED OR THEIR USE RESTRICTED TO MINIMIZE THE LENGTH OF TIME THAT AIRPORT OPERATIONS ARE RESTRICTED.

LATHING AND WARNING TAPE

THE PROJECT WILL REQUIRE THE PLACEMENT OF LATHING AND WARNING TAPE TO DELINEATE THE CONSTRUCTION AREA. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE, PLACE AND MAINTAIN LATHING AND WARNING TAPE AS SHOWN ON THE CONSTRUCTION STAGING PLAN, AND DETAIL A, THIS SHEET, AND AS DIRECTED BY THE RESIDENT ENGINEER AND THE AIRPORT MANAGER. THE CONTRACTOR WILL FURNISH, PLACE, MAINTAIN AND RELOCATE THE LATHING AND WARNING TAPE AS REQUIRED. THE COST OF THESE ITEMS, AND THEIR MAINTENANCE, IS TO BE INCIDENTAL TO THE CONTRACT.

AIRFIELD OPERATIONAL SAFETY DURING CONSTRUCTION

ALL CONSTRUCTION TRAFFIC AND PERSONNEL SHALL REMAIN WITHIN THE CONSTRUCTION LIMIT LINE SHOWN ON THIS SHEET. CONTRACTOR'S PERSONNEL AND EQUIPMENT MUST REMAIN AT LEAST 150 FEET FROM THE CENTERLINE OF AN ACTIVE RUNWAY, 300 FEET FROM THE DISPLACED THRESHOLD OF AN ACTIVE RUNWAY, 65.5 FEET FROM THE CENTERLINE OF AN ACTIVE TAXIWAY, AND 10 FEET FROM THE EDGE OF AN ACTIVE APRON. THE CONTRACTOR'S EQUIPMENT HEIGHT WILL BE LIMITED TO THE ELEVATIONS DEPICTED ON THE CONSTRUCTION AND SAFETY PLAN SHEET WITHOUT PRIOR APPROVAL OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.

WHEN IT IS NECESSARY FOR CONSTRUCTION VEHICLES TO OPERATE ON OR WITHIN THESE LIMITS, THE CONTRACTOR WILL COORDINATE ALL MOVEMENTS WITH THE AIRPORT MANAGER AND THE RESIDENT ENGINEER AND PROVIDE POSITIVE CONTROL OF CONSTRUCTION VEHICLES USING RADIO-EQUIPPED FLAGGERS. RADIOS SHALL BE TUNED TO THE CTAF FREQUENCY. AT NO TIME WILL CONSTRUCTION VEHICLES BE WITHIN THE RUNWAY SAFETY AREA. ALL CONTRACTOR'S EQUIPMENT USED IN ACTIVE AIRPORT OPERATIONS AREAS SHALL BE EQUIPPED WITH A FAA-STANDARD FLAG, AS REFERENCED IN FAA AC 150/5370-2, CURRENT ISSUE. AIRCRAFT SHALL HAVE THE RIGHT-OF-WAY. CONSTRUCTION VEHICLES SHALL NOT CROSS AN ACTIVE RUNWAY. THE COST OF ALL TRAFFIC CONTROL, BOTH WITHIN AND OUTSIDE OF AIRPORT OPERATIONS AREAS, IS INCIDENTAL TO THE CONTRACT.

WHEN NOT IN USE, ALL CONTRACTOR'S EQUIPMENT SHALL BE WITHIN THE CONTRACTOR'S EQUIPMENT STORAGE AND PARKING AREA.

AT NO TIME SHALL THE CONTRACTOR OPERATE OR PARK EQUIPMENT SO AS TO OBSTRUCT AN ACTIVE TERPS APPROACH SURFACE.

RUNWAY CLOSURE

THE RUNWAY SHALL BE CLOSED TO AIR TRAFFIC WHEN THE CONTRACTOR MUST WORK WITHIN 150 FEET OF THE RUNWAY CENTERLINE OF 300 FEET OF THE DISPLACED THRESHOLD OR OPERATE EQUIPMENT THAT EXCEEDS THE HEIGHTS SHOWN IN THE CONSTRUCTION AND SAFETY PLAN. THE CONTRACTOR SHALL PLACE RUNWAY CLOSURE MARKERS AS SHOWN ON THIS SHEET, DETAIL B. THE MARKERS SHALL BE FURNISHED TO THE CONTRACTOR BY THE AIRPORT MANAGER. RUNWAY CLOSINGS SHALL ONLY BE PERMITTED BY PRIOR AUTHORIZATION.

THE CONTRACTOR SHALL INSTALL AND MAINTAIN THE RUNWAY CLOSURE MARKERS AT THE LOCATIONS SHOWN, AND AS DIRECTED BY THE RESIDENT ENGINEER. THE COST OF PLACING AND RELOCATING THE MARKERS, AND THEIR MAINTENANCE, SHALL BE INCLUDED TO THE CONTRACT.

THE AIRPORT OWNER WILL DE-ENERGIZE AIRFIELD LIGHTING OR NAVAID POWER AND CONTROL WHEN THE RUNWAY IS CLOSED.

NOTIFICATIONS BY CONTRACTOR

THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER 5 DAYS IN ADVANCE OF THE CONTRACTOR'S CLOSING OF ACTIVE RUNWAYS, TAXIWAYS OR APRON PAVEMENTS. THE DATE, TIME AND SCHEDULED DURATION OF THE CLOSING MUST BE APPROVED BY THE RESIDENT ENGINEER AND THE AIRPORT MANAGER. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER 72 HOURS IN ADVANCE OF THE CONTRACTOR'S CLOSING OF OTHER ACTIVE ROADWAYS, AIRFIELD OR ROADWAY LIGHTING CIRCUITS, OR OTHER AIRPORT FACILITIES.

CONTRACTOR'S USE OF SITE

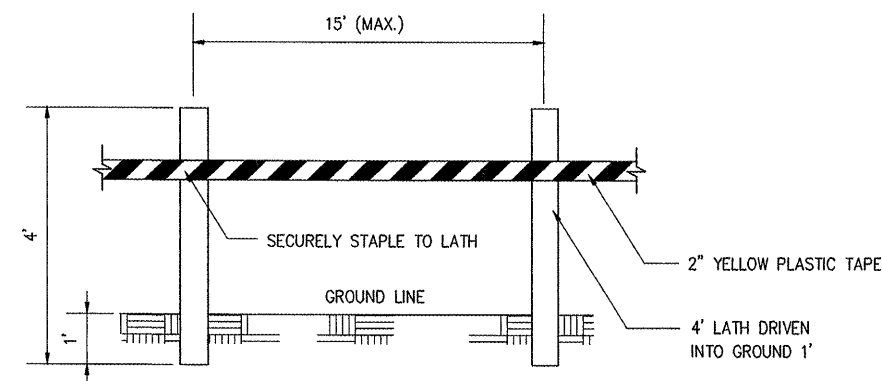
THE CONTRACTOR SHALL NOT OPERATE WITHIN, ENCROACH UPON OR OBSTRUCT AIRPORT OPERATIONAL AREAS, INCLUDING ACTIVE RUNWAY, TAXIWAYS AND APRON SAFETY AREAS, OBJECT AND OBSTACLE FREE ZONES, RUNWAY PROTECTION ZONES AND AIRPORT IMAGINARY SURFACES AS DEFINED IN FEDERAL AVIATION REGULATIONS (FAR) PART 77, "OBJECTS AFFECTING NAVIGABLE AIRSPACE" AND FAA AC 150/5300-13, "AIRPORT DESIGN", CURRENT ISSUE.

UTILITY OUTAGES AND SHUTDOWNS

THE CONTRACTOR SHALL PROVIDE 72 HOURS PRIOR NOTICE OF ANY OUTAGES OR SHUTDOWNS TO THE OWNER AND THE AGENCY OWNING THE AFFECTED UTILITY. THE CONTRACTOR SHALL PROVIDE ANY TEMPORARY CONNECTIONS OR OTHER MEASURES AS MAY BE REQUIRED TO MAINTAIN SERVICE AS MAY BE REQUIRED BY THE OWNING AGENCY AT NO COST TO THE OWNER.

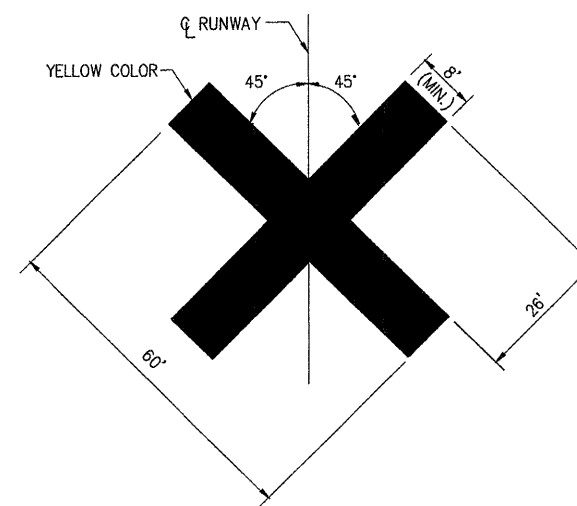
AVAILABLE SOIL DATA

A BORING LOCATION PLAN AND SOIL BORING LOGS ARE INCLUDED WITH THE PLANS. ADDITIONAL DETAILED SOIL TEST MATERIAL IS ALSO AVAILABLE UPON REQUEST. BORING INFORMATION AND INFORMATION ON SOIL TESTS IS MADE AVAILABLE SOLELY FOR THE CONVENIENCE OF THE BIDDER AND/OR CONTRACTOR. NEITHER THE OWNER NOR THE PROJECT ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE AVAILABLE INFORMATION AND THERE IS NO EXPRESSED OR IMPLIED GUARANTEE THAT THE CONDITIONS DESCRIBED IN THE SOIL TEST DATA ARE REPRESENTATIVE OF ALL CONDITIONS THAT MAY BE ENCOUNTERED.



MATERIALS ARE TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION. COST OF MATERIALS, INSTALLATION, RELOCATION AND MAINTENANCE OF LATHING AND WARNING TAPE IS TO BE INCIDENTAL TO THE CONTRACT.

DETAIL A
LATHING AND WARNING TAPE



NOTES

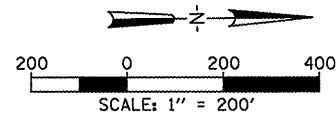
1. THE MARKERS, CONSTRUCTED OF VINYL OR OTHER LIGHTWEIGHT DURABLE MATERIAL SHALL BE FURNISHED TO THE CONTRACTOR BY THE AIRPORT MANAGER.
2. CONTRACTOR SHALL LOCATE THE MARKERS ON TOP OF THE RUNWAY NUMERALS DURING CLOSURE OF THE RUNWAY.
3. MARKERS TO BE SECURED BY CONTRACTOR USING SAND BAGS OF A SUFFICIENT SIZE AND NUMBER AS DIRECTED BY THE RESIDENT ENGINEER.
4. COST OF INSTALLING, RELOCATING AND MAINTAINING MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.

TEMPORARY CLOSED RUNWAY MARKER
DETAIL B



| | | | | | | | | |
|--|------------------------|----------------|---|---|--------------------------------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = B1e1r01219 | DESIGNED - CBP | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CONSTRUCTION AND SAFETY NOTES | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1:\05\jobs\00841\05b002\civil part b\sheet\NC-SAFETY\NOTES.aht | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 7 | |
| PLOT SCALE = 2.0000' / 1" IN. | CHECKED - BLB | REVISED - | AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | | | | |
| PLOT DATE = 02\25\2009, 11:45 AM | DATE - 05/21/08 | REVISED - | | | | | | |

STAGE I



CONSTRUCTION ACTIVITIES

STAGE I

1. CONSTRUCT BICYCLE PATH, THEN REMOVE CONSTRUCTION ENTRANCES

NOTES

1. ACCESS TO EXISTING DRIVEWAYS MUST BE MAINTAINED DURING CONSTRUCTION.
2. CONSTRUCTION TRAFFIC WILL CROSS THE EXISTING BICYCLE PATH AT DESIGNATED LOCATIONS ONLY. CONSTRUCTION TRAFFIC SHALL NOT CROSS THE NEWLY CONSTRUCTED BICYCLE PATH.
3. ALL CONSTRUCTION STAGING IS SUGGESTED AND CAN BE REVISED ON WRITTEN APPROVAL OF THE ENGINEER TWO WEEKS PRIOR TO THE START OF WORK. THERE WILL BE NO ADJUSTMENT IN THE "TRAFFIC CONTROL AND PROTECTION" UNIT PRICE DUE TO THE CONTRACTOR CHANGING THE PLAN CONSTRUCTION SEQUENCE. ANY CHANGES WILL BE IN ACCORDANCE WITH THESE NOTES AND THE SPECIAL PROVISION FOR "TRAFFIC CONTROL AND PROTECTION".
4. BICYCLE PATH CLOSED SIGNS AND ORANGE WARNING FLAGS ARE INCIDENTAL TO "TRAFFIC CONTROL AND PROTECTION", 30 MPH PANELS ARE INCIDENTAL TO 701006-02.

SUMMARY OF TRAFFIC CONTROL

1. MAINTAIN TWO LANES OF TRAFFIC ON ROADWAY AND BICYCLE TRAFFIC ON PATHWAY. APPLY TRAFFIC CONTROL TO ALERT BICYCLISTS AND DRIVERS OF TRUCKS ACCESSING THE WORKSITE. NO LANE CLOSURES ARE NEEDED DURING STAGE I.
2. THE AIRPORT ROAD CONSTRUCTION ENTRANCE CROSSING THE EXISTING BICYCLE PATH WAS STRENGTHENED UNDER A SEPARATE CONTRACT. THIS CROSSING SHALL BE MAINTAINED FOR BICYCLE TRAFFIC UNTIL THE RELOCATED BICYCLE PATH IS COMPLETE AND OPEN TO BICYCLE TRAFFIC.

APPLICABLE IDOT TRAFFIC CONTROL STANDARDS

- 701001-01 OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
- 701006-02 OFF-RD OPERATIONS, 2L, 2W, 15' TO 2' FROM PAVEMENT EDGE
- 701901 TRAFFIC CONTROL DEVICES
- D-1 STANDARD (TC 22) ARTERIAL ROAD INFORMATIONAL SIGN

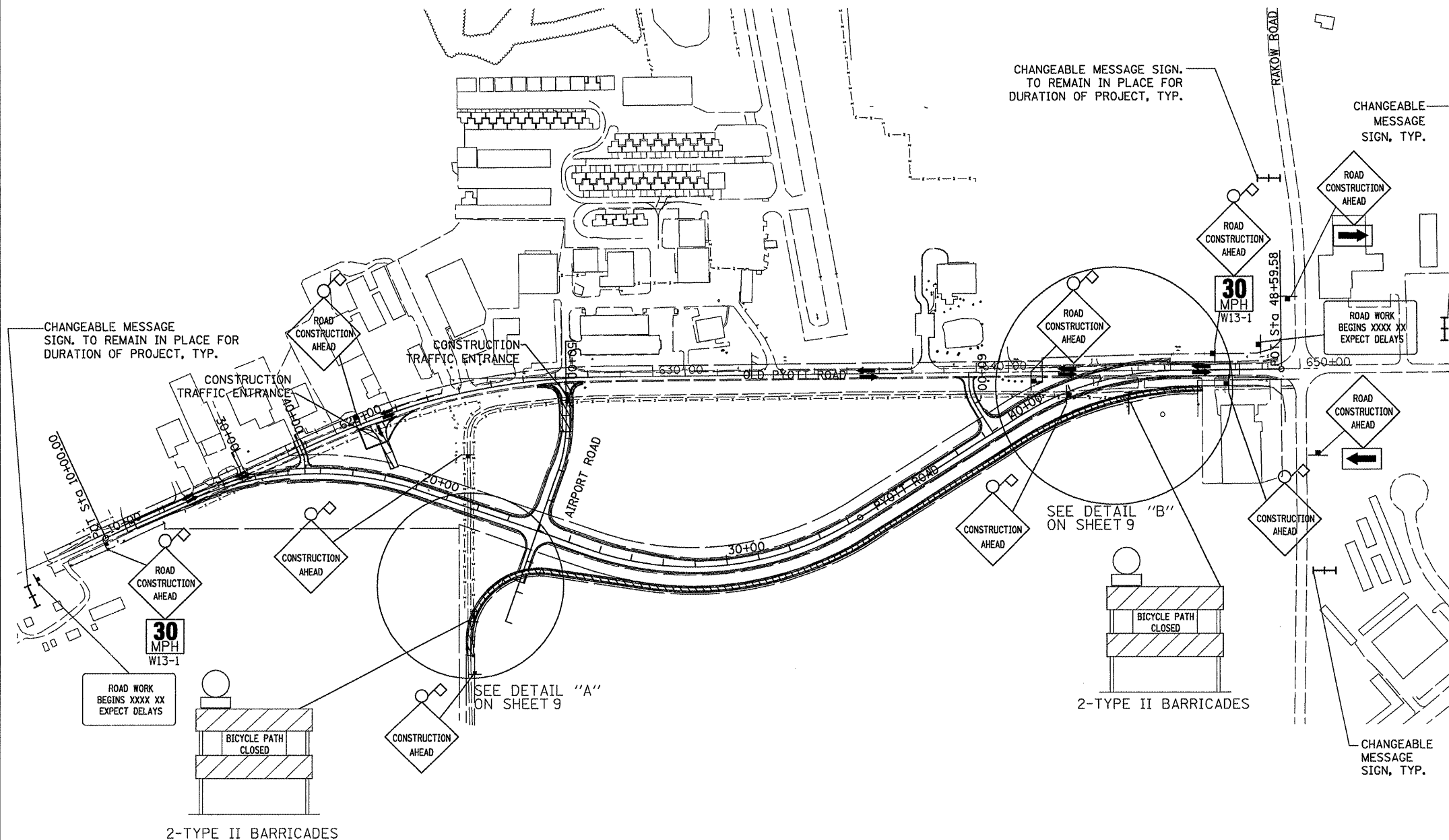
SUMMARY OF CONSTRUCTION SEQUENCE

| STAGE | YEAR | DESCRIPTION |
|-------|------|--|
| I | 2009 | CONSTRUCT RELOCATED BICYCLE PATH, REMOVE CONSTRUCTION ENTRANCES |
| II | 2009 | CONSTRUCT TEMPORARY PAVEMENT THEN, CONSTRUCT PYOTT ROAD BASES AND BINDER, CONSTRUCT AIRPORT ROAD BASES AND BINDER, CONSTRUCT DRIVEWAYS, REMOVE EXISTING BICYCLE PATH |
| III | 2009 | CONSTRUCT PYOTT ROAD CONNECTIONS TO EXISTING PYOTT ROAD (BASES AND BINDER) |
| IV | 2009 | COMPLETE PYOTT ROAD AND AIRPORT ROAD CONSTRUCTION (SURFACE COURSE), REMOVE OLD PYOTT ROAD TO LIMITS DESCRIBED IN PLANS, COMPLETE FINAL GRADING AND SEEDING. |

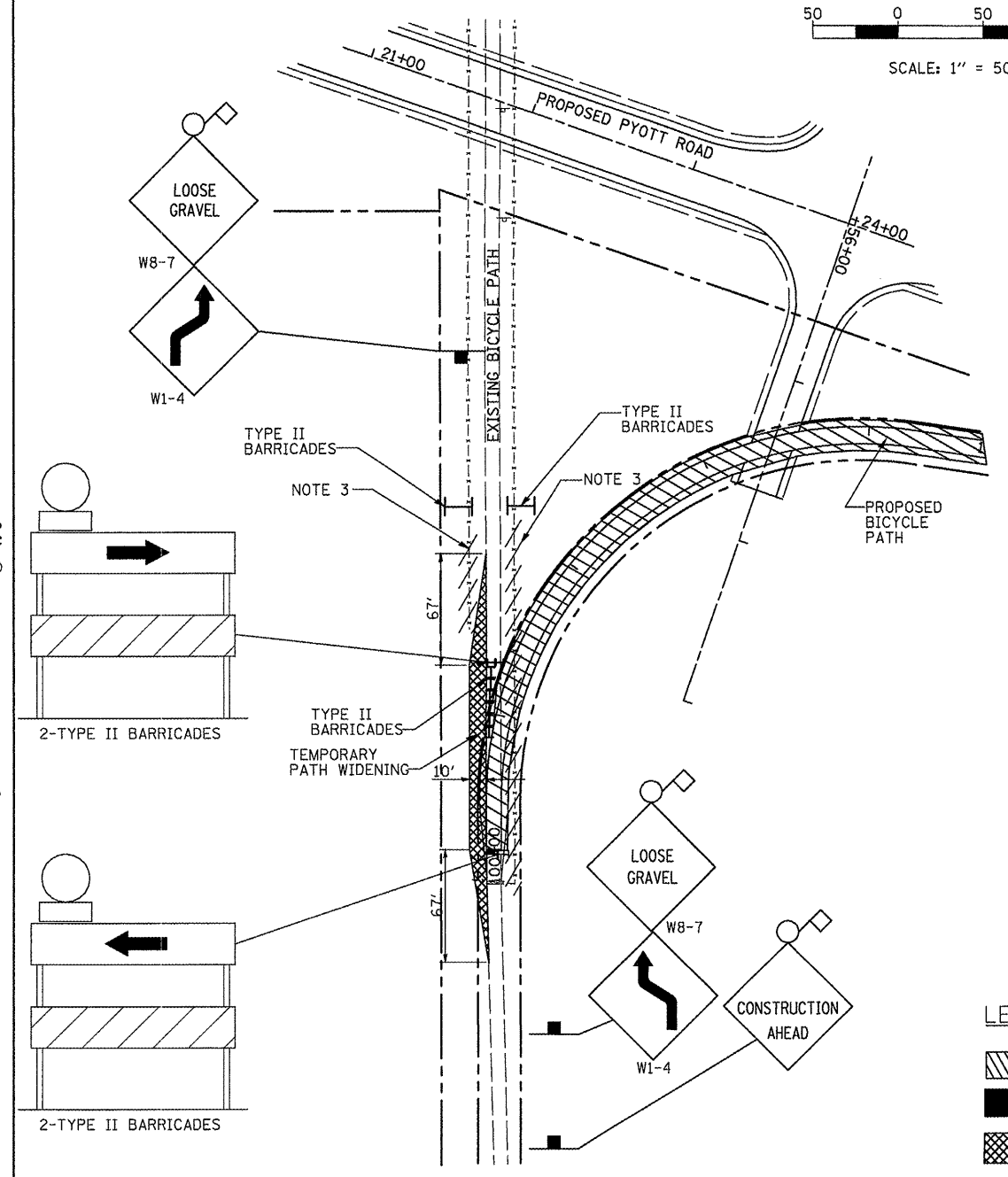
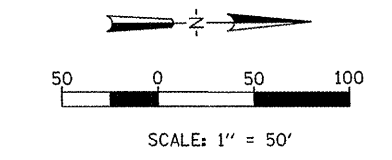
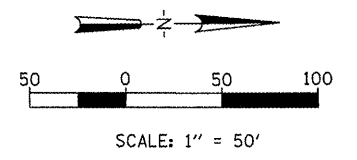
LEGEND

- WORK AREA
- COMPLETED ROADWAY SURFACE
- INTERIM ROADWAY SURFACE
- SIGN LOCATION
- TYPE II BARRICADE WITH STEADY BURNING LIGHTS
- DIRECTION OF TRAFFIC
- FLASHING LIGHT, SIGN MOUNTED
- 18" X 18" (MIN.) ORANGE WARNING FLAG
- TYPE III BARRICADE
- ROW LINE
- DRUM OR BARRICADE
- CHANGEABLE MESSAGE SIGN. (TO REMAIN IN PLACE FOR DURATION OF PROJECT, REFER TO RESIDENT ENGINEER FOR PLACEMENT)

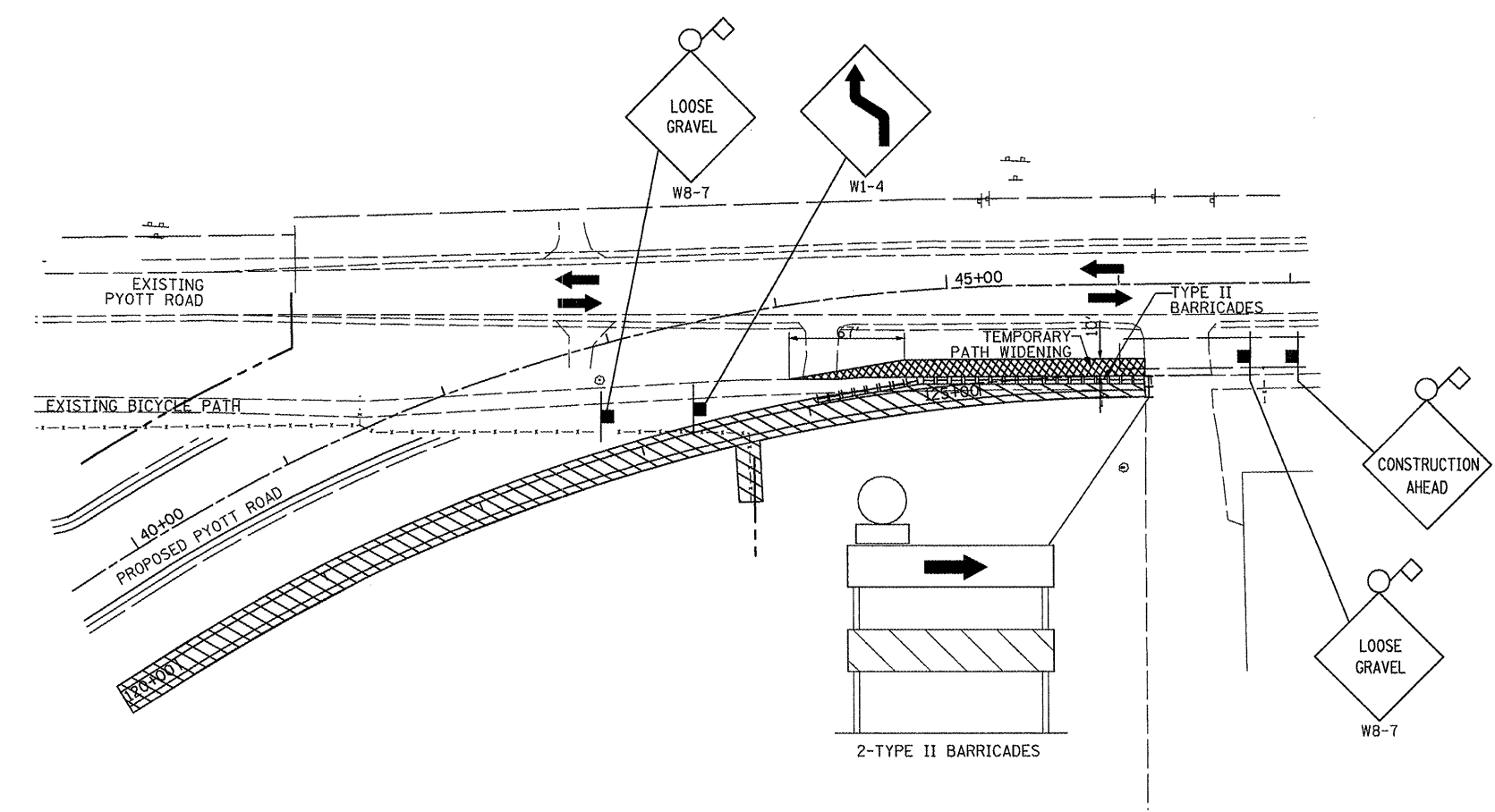
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 Oak Brook, Illinois 60423
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|--|------------------------|-----------------|-----------|---|---------------------------------------|---|--------------|-----------|
| FILE NAME = | USER NAME = B1a1n01219 | DESIGNED - DRM | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CONSTRUCTION PHASING - STAGE I | COUNTY | TOTAL SHEETS | SHEET NO. |
| I:\05Jobs\00841\0588021\Civil Part B\Sheet\C-1MT-MT101.dwt | | DRAWN - CBP | REVISED - | | | MCHENRY | 143 | 8 |
| PLOT SCALE = 400.0000 ' / IN. | | CHECKED - AAH | REVISED - | | | | | |
| PLOT DATE = 02/26/2009, 02:25 PM | | DATE - 05/21/08 | REVISED - | | | | | |
| | | | | | SCALE: 1"=200' | AIP NO. 3-17-0112-810 ILLINOIS IDA NO. 30K-3807 | | |



DETAIL "A"



DETAIL "B"

- LEGEND**
- WORK AREA
 - COMPLETED ROADWAY SURFACE
 - INTERIM ROADWAY SURFACE
 - SIGN LOCATION
 - TYPE II BARRICADE WITH STEADY BURNING LIGHTS
 - DIRECTION OF TRAFFIC
 - FLASHING LIGHT, SIGN MOUNTED
 - 18" X18" (MIN.) ORANGE WARNING FLAG
 - TYPE III BARRICADE
 - ROW LINE
 - DRUM OR BARRICADE
 - CHANGEABLE MESSAGE SIGN, TO REMAIN THROUGH ALL STAGES
- FOR MORE INFORMATION SEE SHEET 8

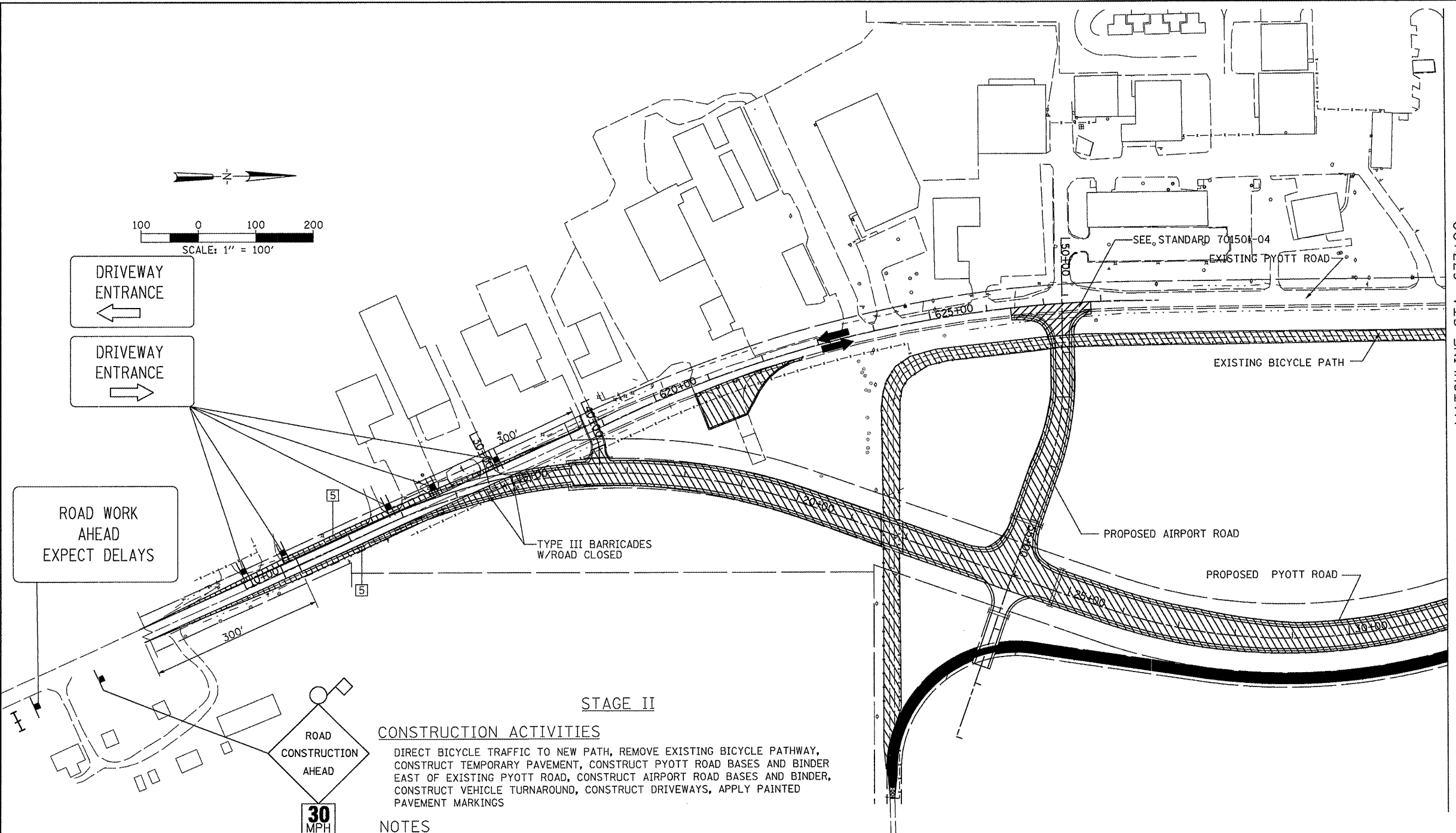
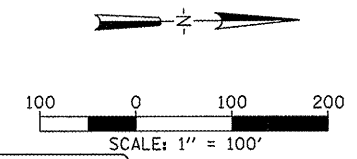
- NOTES**
1. MAINTAIN TWO LANES OF TRAFFIC ON ROADWAY. APPLY TRAFFIC CONTROL TO ALERT BICYCLISTS AND DRIVERS OF TRUCKS ACCESSING THE WORKSITE. NO ROADWAY LANE CLOSURES ARE NEEDED DURING THIS STAGE.
 2. TEMPORARILY WIDEN BICYCLE PATH WITH AGGREGATE BASE COURSE, TYPE B TO MAINTAIN 2 LANES. PLACE TYPE II BARRICADES TO SEPARATE WORK AREA AND BICYCLE PATH.
 3. REMOVE FENCE AS NOTED IN DETAILS IN ORDER TO COMPLETE BICYCLE PATH CONNECTIONS.
 4. BICYCLE PATH SHIFT PANELS, SLOW PANELS, NARROW PATH PANELS, AND CONSTRUCTION AHEAD SIGNS ARE INCIDENTAL TO "TRAFFIC CONTROL AND PROTECTION".

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| | | | | | | | | |
|---|------------------------|----------------|-----------|---|---|---|--------------|-----------|
| FILE NAME = | USER NAME = B1a1n01219 | DESIGNED - DRM | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CONSTRUCTION PHASING - STAGE I DETAILS | COUNTY | TOTAL SHEETS | SHEET NO. |
| h:\05_jobs\00841\05b0021\civil part b\sheet\C-INT-MT102.sht | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 9 | |
| PLOT SCALE = 99.9998 "/> IN. | CHECKED - AAH | REVISED - | | | | | | |
| PLOT DATE = 02/25/2009, 11:38 AM | DATE - 05/21/08 | REVISED - | | | | | | |
| | | | | | | AIP NO. 3-17-0112-810 ILLINOIS IDA NO. 3CK-3807 | | |

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MATCHLINE STA. 633+00

STAGE II

CONSTRUCTION ACTIVITIES

DIRECT BICYCLE TRAFFIC TO NEW PATH, REMOVE EXISTING BICYCLE PATHWAY, CONSTRUCT TEMPORARY PAVEMENT, CONSTRUCT PYOTT ROAD BASES AND BINDER EAST OF EXISTING PYOTT ROAD, CONSTRUCT AIRPORT ROAD BASES AND BINDER, CONSTRUCT VEHICLE TURNAROUND, CONSTRUCT DRIVEWAYS, APPLY PAINTED PAVEMENT MARKINGS

NOTES

1. BICYCLE / PEDESTRIAN TRAFFIC WILL BE LOCATED ON THE NEW BICYCLE PATH.
2. TWO LANES OF TRAFFIC WILL BE MAINTAINED WHEN 701501-04 IS NOT IN USE
3. CONSTRUCTION ACTIVITIES ON BOTH SIDES OF EXISTING PYOTT ROAD WILL NOT OCCUR AT THE SAME TIME.
4. ALL CONSTRUCTION STAGING IS SUGGESTED AND CAN BE REVISED ON WRITTEN APPROVAL OF THE ENGINEER TWO WEEKS PRIOR TO THE START OF WORK. THERE WILL BE NO ADJUSTMENT IN THE "TRAFFIC CONTROL AND PROTECTION" UNIT PRICE DUE TO THE CONTRACTOR CHANGING THE PLAN CONSTRUCTION SEQUENCE. ANY CHANGES WILL BE IN ACCORDANCE WITH THESE NOTES AND THE SPECIAL PROVISION FOR "TRAFFIC CONTROL AND PROTECTION".
5. CONSTRUCT TEMPORARY PAVEMENT OUTSIDE OF PERMANENT PAVEMENT LOCATION, SEE DETAIL "C". CUT AND FILL FOR TEMPORARY PAVEMENT PAID FOR UNDER AR152410.
6. PAINTED PAVEMENT MARKINGS WILL BE APPLIED ON NEW BINDER TO DELINEATE STAGE III TRAFFIC
7. THE CONTRACTOR SHALL PROVIDE TEMPORARY DRIVEWAY ACCESS AS DESCRIBED IN THE GENERAL NOTES, OR AS DIRECTED BY THE RESIDENT ENGINEER. THIS WORK IS INCIDENTAL TO ITEM 150530.

APPLICABLE IDOT TRAFFIC CONTROL STANDARDS

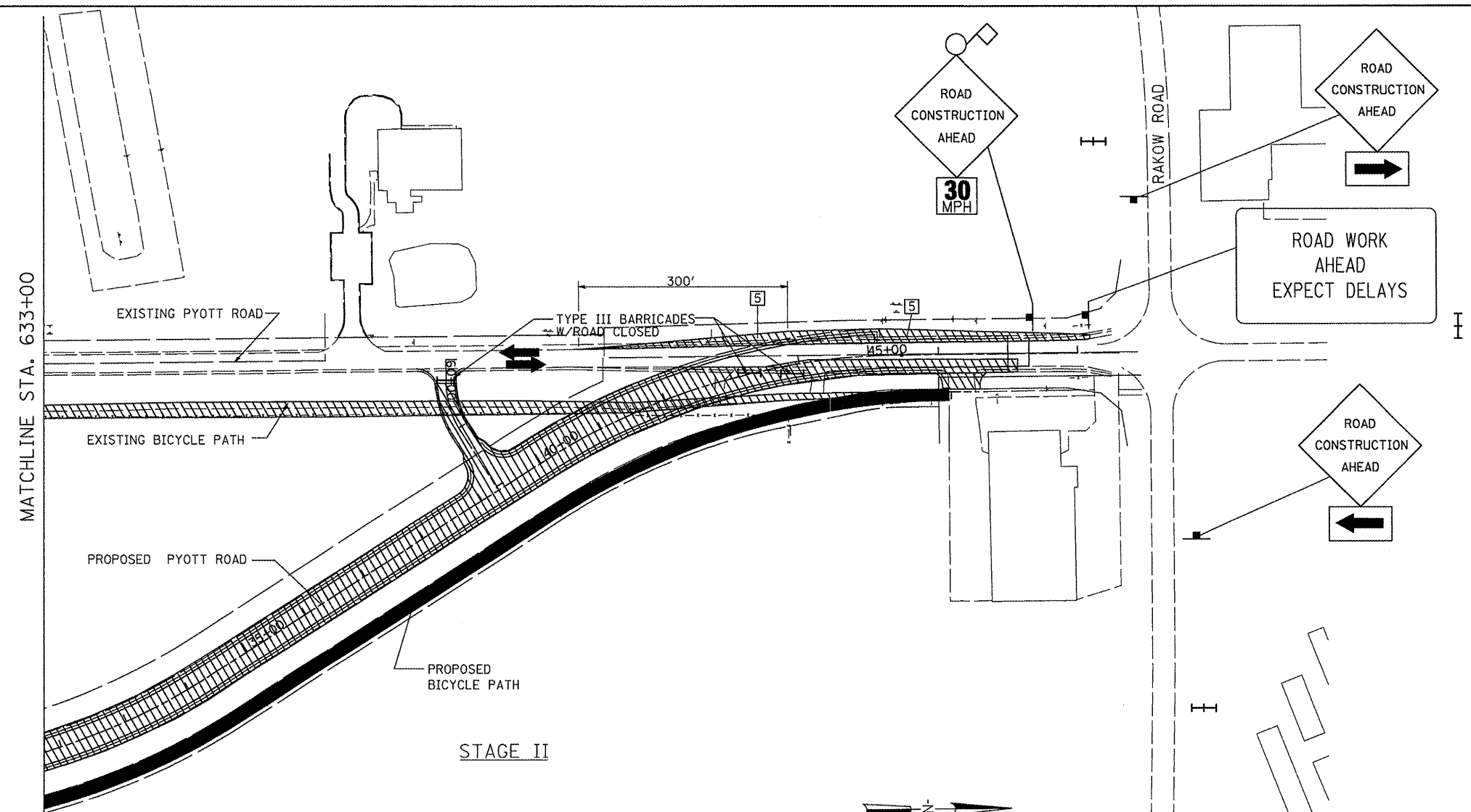
| | |
|---------------------|--|
| 701001-01 | OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY |
| 701006-02 | OFF-RD OPERATIONS, 2L, 2W, 15' TO 2' FROM PAVEMENT EDGE |
| 701901 | TRAFFIC CONTROL DEVICES |
| D-1 STANDARD (TC22) | ARTERIAL ROAD INFORMATIONAL SIGN |
| 701501-04 | URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED |
| D-1 STANDARD (TC10) | TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS |
| D-1 STANDARD (TC26) | DRIVEWAY ENTRANCE SIGNING |

LEGEND

- WORK AREA
- COMPLETED ROADWAY SURFACE
- INTERIM ROADWAY SURFACE
- SIGN LOCATION
- TYPE II BARRICADE WITH STEADY BURNING LIGHTS
- DIRECTION OF TRAFFIC
- FLASHING LIGHT, SIGN MOUNTED
- 18" X18" (MIN.) ORANGE WARNING FLAG
- TYPE III BARRICADE
- ROW LINE
- DRUM OR BARRICADE
- CHANGEABLE MESSAGE SIGN, TO REMAIN THROUGH ALL STAGES

FOR MORE INFORMATION SEE SHEET 8

| | | | | | | | | |
|--|------------------------|----------------|-----------|---|--|---|--------------|-----------|
| FILE NAME = | USER NAME = B1ain01219 | DESIGNED - DRM | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CONSTRUCTION PHASING - STAGE II | COUNTY | TOTAL SHEETS | SHEET NO. |
| \\05jobs\00841\05b021\civil part b\sheet\C-1MT-MT201.sht | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 10 | |
| PLOT SCALE = 1/4" = 100' | CHECKED - AAH | REVISED - | | | | | | |
| PLOT DATE = 02/25/2009, 11:38 AM | DATE - 05/21/08 | REVISED - | | | | | | |
| | | | | | | AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | |



CONSTRUCTION ACTIVITIES

DIRECT BICYCLE TRAFFIC TO NEW PATH, REMOVE EXISTING BICYCLE PATHWAY, CONSTRUCT TEMPORARY PAVEMENT, CONSTRUCT PYOTT ROAD BASES AND BINDER EAST OF EXISTING PYOTT ROAD, CONSTRUCT AIRPORT ROAD BASES AND BINDER, CONSTRUCT VEHICLE TURNAROUND, CONSTRUCT DRIVEWAYS, APPLY PAINTED PAVEMENT MARKINGS

NOTES

1. BICYCLE / PEDESTRIAN TRAFFIC WILL BE LOCATED ON THE NEW BICYCLE PATH.
2. TWO LANES OF TRAFFIC WILL BE MAINTAINED WHEN 701501-04 IS NOT IN USE
3. CONSTRUCTION ACTIVITIES ON BOTH SIDES OF EXISTING PYOTT ROAD WILL NOT OCCUR AT THE SAME TIME.
4. ALL CONSTRUCTION STAGING IS SUGGESTED AND CAN BE REVISED ON WRITTEN APPROVAL OF THE ENGINEER TWO WEEKS PRIOR TO THE START OF WORK. THERE WILL BE NO ADJUSTMENT IN THE "TRAFFIC CONTROL AND PROTECTION" UNIT PRICE DUE TO THE CONTRACTOR CHANGING THE PLAN CONSTRUCTION SEQUENCE. ANY CHANGES WILL BE IN ACCORDANCE WITH THESE NOTES AND THE SPECIAL PROVISION FOR "TRAFFIC CONTROL AND PROTECTION".
5. CONSTRUCT TEMPORARY PAVEMENT OUTSIDE OF PERMANENT PAVEMENT LOCATION, SEE DETAIL "D". CUT AND FILL FOR TEMPORARY PAVEMENT PAID FOR UNDER AR152410
6. PAINTED PAVEMENT MARKINGS WILL BE APPLIED ON NEW BINDER TO DELINEATE STAGE III TRAFFIC
7. THE CONTRACTOR SHALL PROVIDE TEMPORARY DRIVEWAY ACCESS AS DESCRIBED IN THE GENERAL NOTES OR AS DIRECTED BY THE RESIDENT ENGINEER. THIS WORK IS INCIDENTAL TO AR803041.

APPLICABLE IDOT TRAFFIC CONTROL STANDARDS

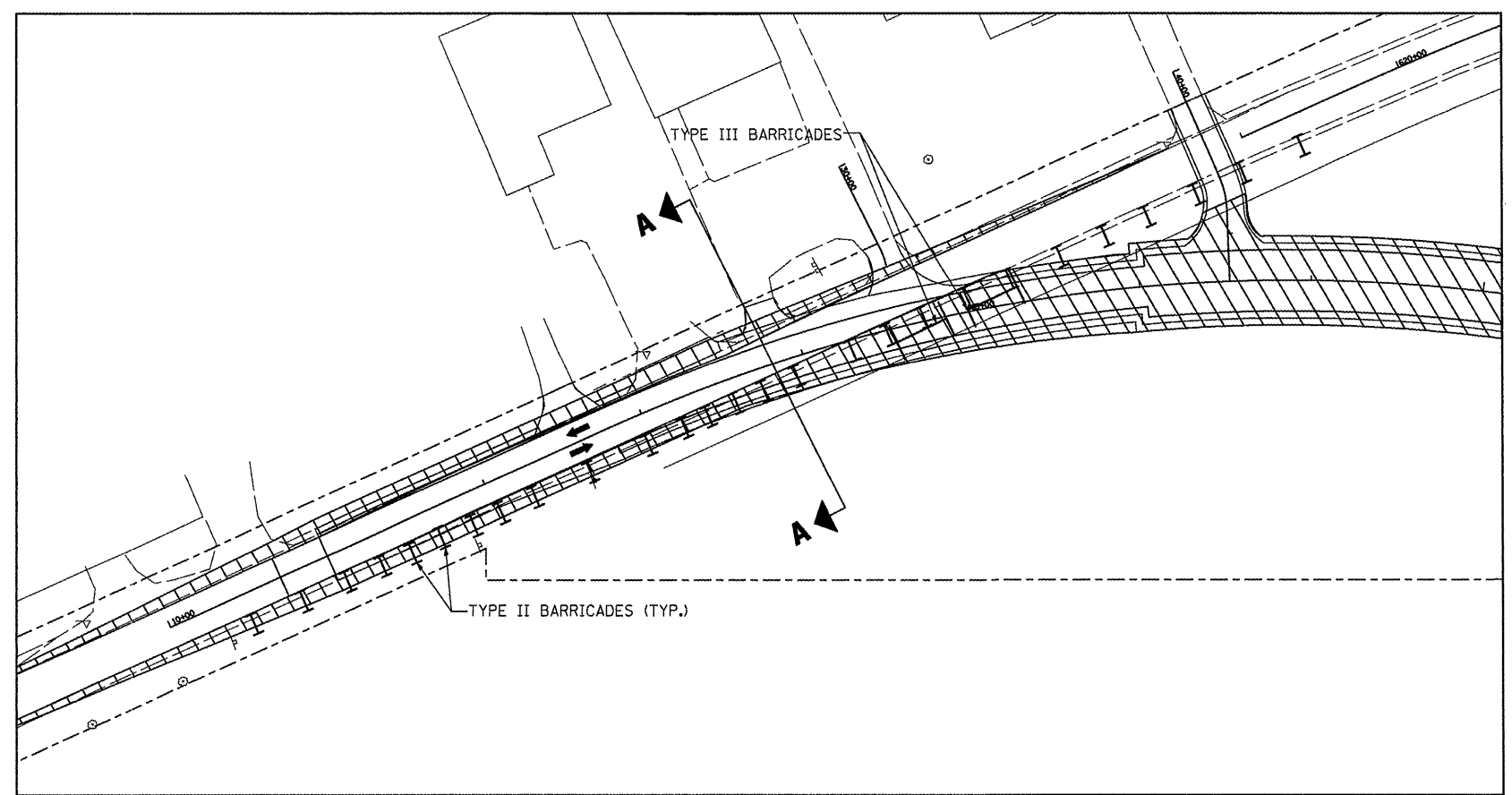
| | |
|---------------------|--|
| 701001-01 | OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY |
| 701006-02 | OFF-RD OPERATIONS, 2L, 2W, 15' TO 2' FROM PAVEMENT EDGE |
| 701901 | TRAFFIC CONTROL DEVICES |
| D-1 STANDARD (TC22) | ARTERIAL ROAD INFORMATIONAL SIGN |
| 701501-04 | URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED |
| D-1 STANDARD (TC10) | TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS |

100 0 100 200
 SCALE: 1" = 100'

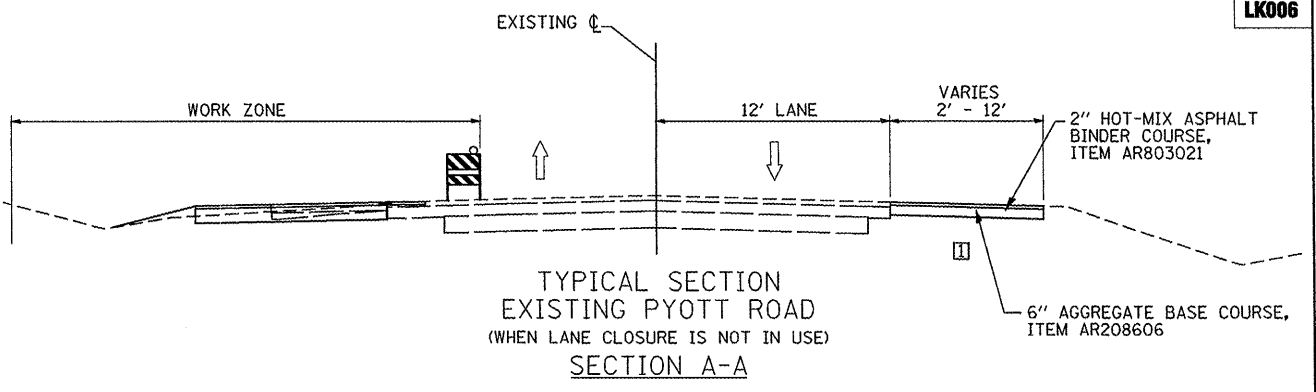
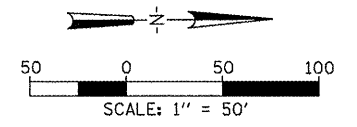
LEGEND

- WORK AREA
- COMPLETED ROADWAY SURFACE
- INTERIM ROADWAY SURFACE
- SIGN LOCATION
- TYPE II BARRICADE WITH STEADY BURNING LIGHTS
- DIRECTION OF TRAFFIC
- FLASHING LIGHT, SIGN MOUNTED
- 18" X 18" (MIN.) ORANGE WARNING FLAG
- TYPE III BARRICADE
- ROW LINE
- DRUM OR BARRICADE
- CHANGEABLE MESSAGE SIGN, TO REMAIN THROUGH ALL STAGES FOR MORE INFORMATION SEE SHEET 8

| | | | | | | | | |
|--|------------------------|----------------|-----------|---|--|---|--------------|-----------|
| FILE NAME = | USER NAME = Blain01219 | DESIGNED - DRM | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CONSTRUCTION PHASING - STAGE II | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1:\05_jobs\00841\05b8021\civil part b\shah...s\C-INT-MT202.sht | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 11 | |
| PLOT SCALE = 1/8" = 100' | CHECKED - AAH | REVISED - | | | | | | |
| PLOT DATE = 02/25/2009, 11:38 AM | DATE - 05/21/08 | REVISED - | | | | | | |
| SCALE: 1"=100' | | | | | | AIP NO. 3-17-0112-610 ILLINOIS IDA NO. 3CK-380T | | |



DETAIL "C"



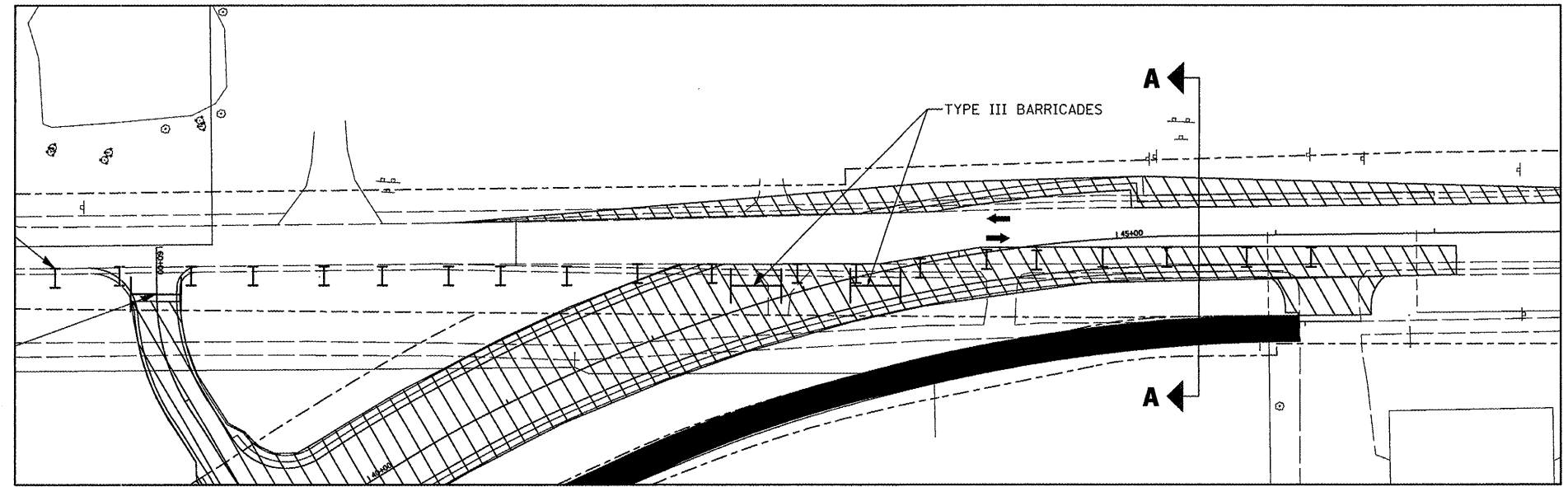
TYPICAL SECTION
EXISTING PYOTT ROAD
(WHEN LANE CLOSURE IS NOT IN USE)
SECTION A-A

NOTES

TEMPORARY PAVEMENT APPLIES TO DETAILS "C" AND "D" ON THE SOUTHBOUND SIDE AND DETAIL "C" ON THE NORTHBOUND SIDE.

LEGEND

- WORK AREA
- COMPLETED ROADWAY SURFACE
- INTERIM ROADWAY SURFACE
- SIGN LOCATION
- TYPE II BARRICADE WITH STEADY BURNING LIGHTS
- DIRECTION OF TRAFFIC
- FLASHING LIGHT, SIGN MOUNTED
- 18" X 18" (MIN.) ORANGE WARNING FLAG
- TYPE III BARRICADE
- ROW LINE
- DRUM OR BARRICADE
- CHANGEABLE MESSAGE SIGN, TO REMAIN THROUGH ALL STAGES FOR MORE INFORMATION SEE SHEET 8



DETAIL "D"

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| | | | |
|---|------------------------|-----------------|-----------|
| FILE NAME = | USER NAME = 81a1r01219 | DESIGNED - DRM | REVISED - |
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| | | CHECKED - AAH | REVISED - |
| | | DATE - 05/21/08 | REVISED - |

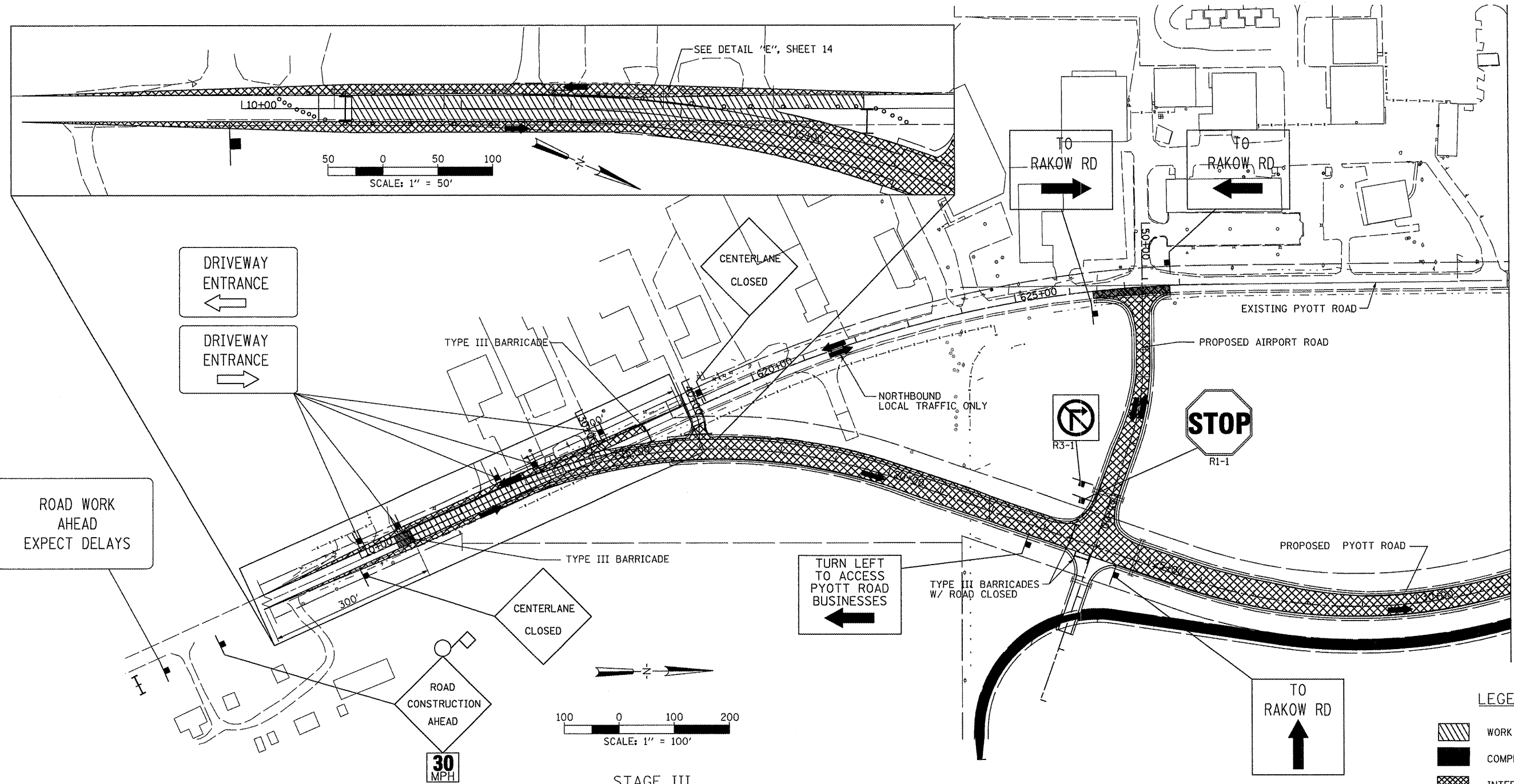
VILLAGE OF
LAKE IN THE HILLS, ILLINOIS

CONSTRUCTION PHASING - STAGE II DETAILS

SCALE: 1"=100'

| | | |
|---------|--------------|-----------|
| COUNTY | TOTAL SHEETS | SHEET NO. |
| MCHENRY | 143 | 12 |

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MATCHLINE STA. 633+00

ROAD WORK
AHEAD
EXPECT DELAYS

DRIVEWAY
ENTRANCE

DRIVEWAY
ENTRANCE

TYPE III BARRICADE

CENTERLANE
CLOSED

TYPE III BARRICADE

CENTERLANE
CLOSED

30
MPH

TURN LEFT
TO ACCESS
PYOTT ROAD
BUSINESSES

TYPE III BARRICADES
W/ ROAD CLOSED

STOP
R1-1

TO
RAKOW RD

SCALE: 1" = 100'

STAGE III

CONSTRUCTION ACTIVITIES

1. CONSTRUCT PYOTT ROAD CONNECTIONS TO EXISTING PYOTT ROAD (BASES AND BINDER).
2. CONSTRUCT TEMPORARY CONNECTORS TO MAINTAIN TRAFFIC (SEE DETAILS E AND F).

NOTES

1. USE PAINTED STRIPING ON PROPOSED PYOTT ROAD AND PROPOSED AIRPORT ROAD FOR THIS STAGE.
2. TWO LANES OF TRAFFIC WILL BE MAINTAINED WHEN 701501-04 IS NOT IN USE.
3. TRAFFIC CONTROL DEVICES NOT PART OF THE STANDARDS NOTED ARE INCIDENTAL TO "TRAFFIC CONTROL AND PROTECTION".
4. ALL CONSTRUCTION STAGING IS SUGGESTED AND CAN BE REVISED ON WRITTEN APPROVAL OF THE ENGINEER TWO WEEKS PRIOR TO THE START OF WORK. THERE WILL BE NO ADJUSTMENT IN THE "TRAFFIC CONTROL AND PROTECTION" UNIT PRICE DUE TO THE CONTRACTOR CHANGING THE PLAN CONSTRUCTION SEQUENCE. ANY CHANGES WILL BE IN ACCORDANCE WITH THESE NOTES AND THE SPECIAL PROVISION FOR "TRAFFIC CONTROL AND PROTECTION".
5. THE CONTRACTOR SHALL PROVIDE TEMPORARY DRIVEWAY ACCESS AS DESCRIBED IN THE GENERAL NOTES, OR AS DIRECTED BY THE RESIDENT ENGINEER. THIS WORK IS INCIDENTAL TO ITEM 150530.

APPLICABLE IDOT TRAFFIC CONTROL STANDARDS

| | |
|---------------------|---|
| 701001-01 | OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY |
| 701006-02 | OFF-RD OPERATIONS, 2L, 2W, 15' TO 2' FROM PAVEMENT EDGE |
| 701901 | TRAFFIC CONTROL DEVICES |
| D-1 STANDARD (TC22) | ARTERIAL ROAD INFORMATIONAL SIGN |
| 701502-02 | URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE |
| 701501-04 | URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED |
| D-1 STANDARD (TC26) | DRIVEWAY ENTRANCE SIGNING |

LEGEND

- WORK AREA
- COMPLETED ROADWAY SURFACE
- INTERIM ROADWAY SURFACE
- SIGN LOCATION
- TYPE II BARRICADE WITH STEADY BURNING LIGHTS
- DIRECTION OF TRAFFIC
- FLASHING LIGHT, SIGN MOUNTED
- 18" X18" (MIN.) ORANGE WARNING FLAG
- TYPE III BARRICADE
- ROW LINE
- DRUM OR BARRICADE
- CHANGEABLE MESSAGE SIGN, TO REMAIN THROUGH ALL STAGES FOR MORE INFORMATION SEE SHEET 8

| | | | |
|--|------------------------|-----------------|-----------|
| FILE NAME = | USER NAME = B1ein01219 | DESIGNED - DRM | REVISED - |
| \\05\jobs\00841\05b8021\civil part b\sheet\C-1MT-MT301.aht | | DRAWN - CBP | REVISED - |
| | | CHECKED - AAH | REVISED - |
| | | DATE - 05/21/08 | REVISED - |

**VILLAGE OF
LAKE IN THE HILLS, ILLINOIS**

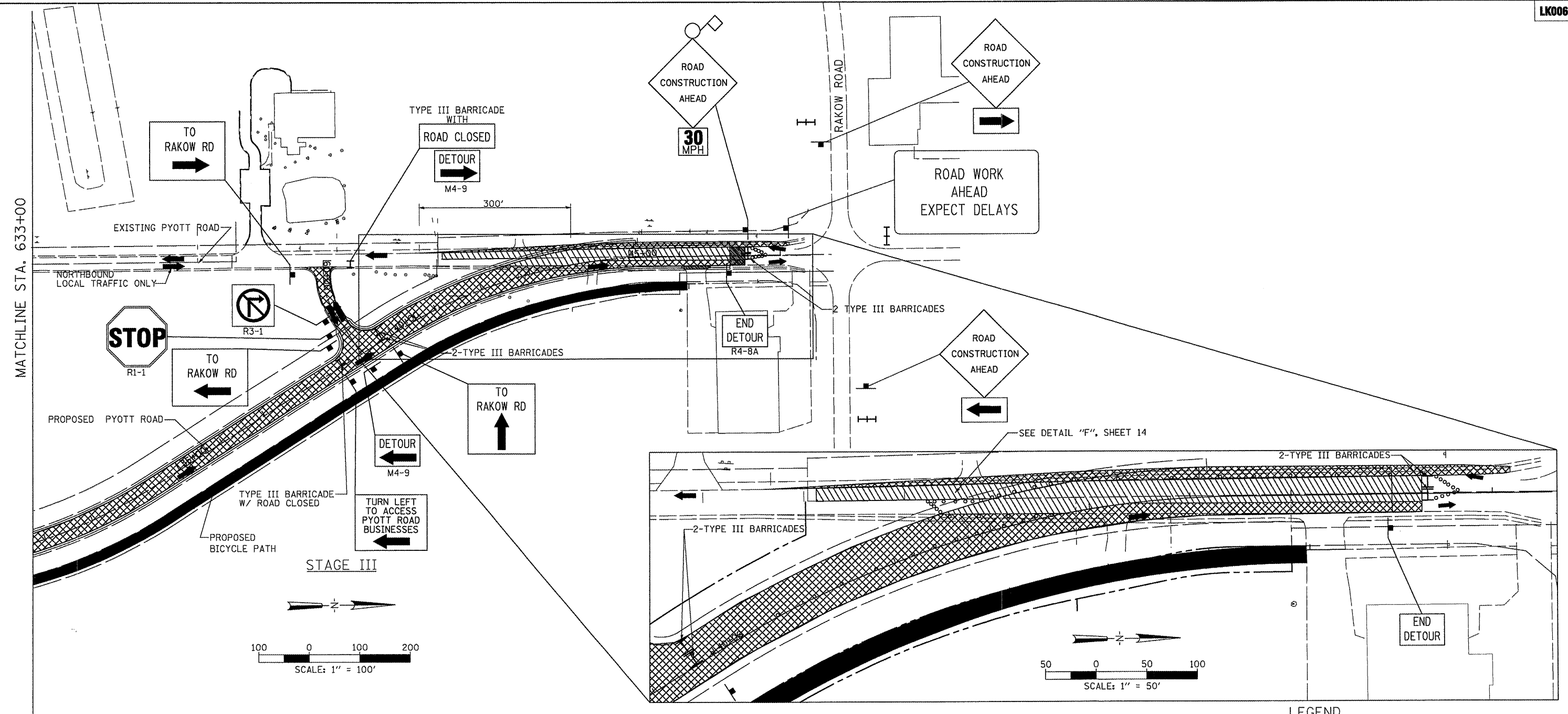
CONSTRUCTION PHASING - STAGE III

SCALE: 1"=100'

| | | |
|---------|--------------|-----------|
| COUNTY | TOTAL SHEETS | SHEET NO. |
| MCHENRY | 143 | 13 |

AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807

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 Suite 200, Aurora, Illinois 60423
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CONSTRUCTION ACTIVITIES

1. CONSTRUCT PYOTT ROAD CONNECTIONS TO EXISTING PYOTT ROAD (BASES AND BINDER).
2. CONSTRUCT TEMPORARY CONNECTORS TO MAINTAIN TRAFFIC (SEE STAGE III DETAILS).

NOTES

1. USE PAINTED STRIPING ON PROPOSED PYOTT ROAD AND PROPOSED AIRPORT ROAD FOR THIS STAGE.
2. TWO LANES OF TRAFFIC WILL BE MAINTAINED WHEN 701501-04 IS NOT IN USE.
3. TRAFFIC CONTROL DEVICES NOT PART OF THE STANDARDS NOTED ARE INCIDENTAL TO "TRAFFIC CONTROL AND PROTECTION".
4. ALL CONSTRUCTION STAGING IS SUGGESTED AND CAN BE REVISED ON WRITTEN APPROVAL OF THE ENGINEER TWO WEEKS PRIOR TO THE START OF WORK. THERE WILL BE NO ADJUSTMENT IN THE "TRAFFIC CONTROL AND PROTECTION" UNIT PRICE DUE TO THE CONTRACTOR CHANGING THE PLAN CONSTRUCTION SEQUENCE. ANY CHANGES WILL BE IN ACCORDANCE WITH THESE NOTES AND THE SPECIAL PROVISION FOR "TRAFFIC CONTROL AND PROTECTION".

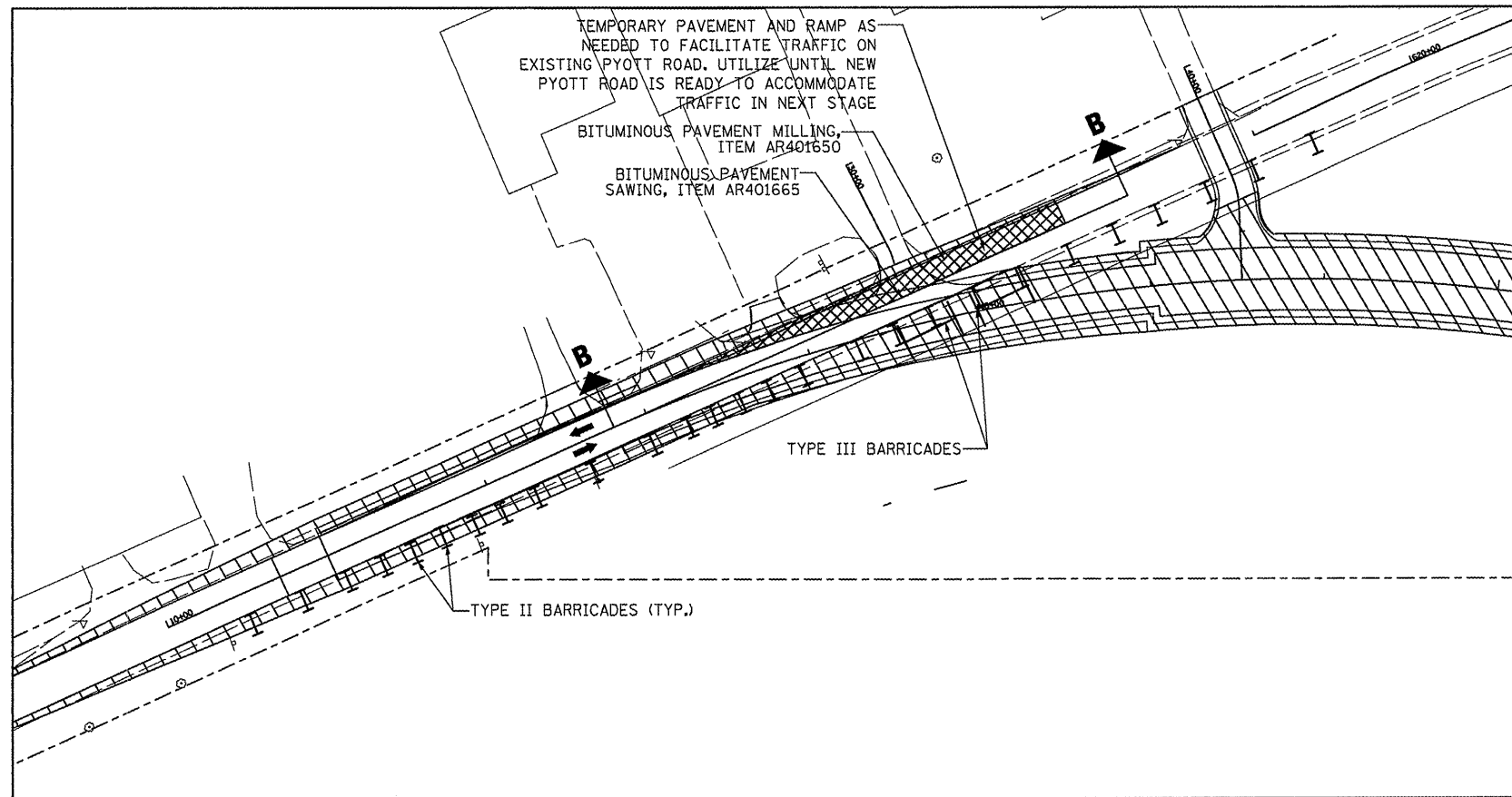
APPLICABLE IDOT TRAFFIC CONTROL STANDARDS

| | |
|---------------------|---|
| 701001-01 | OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY |
| 701006-02 | OFF-RD OPERATIONS, 2L, 2W, 15' TO 2' FROM PAVEMENT EDGE |
| 701901 | TRAFFIC CONTROL DEVICES |
| D-1 STANDARD (TC22) | ARTERIAL ROAD INFORMATIONAL SIGN |
| 701502-02 | URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE |
| D-1 STANDARD (TC10) | TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS |
| 701501-04 | URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED |

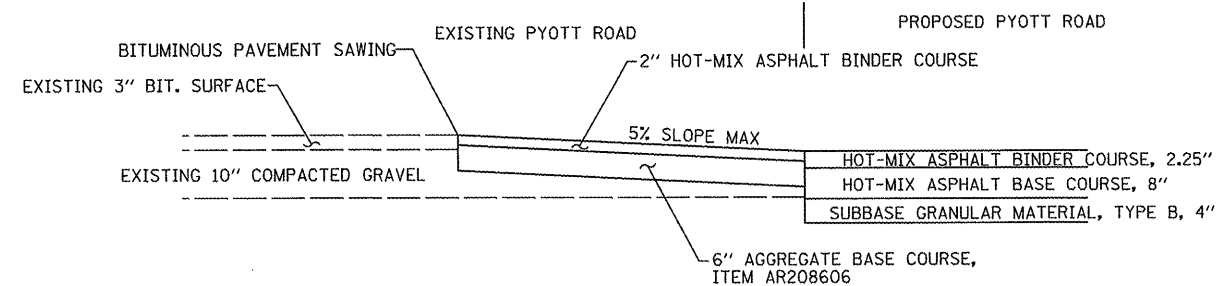
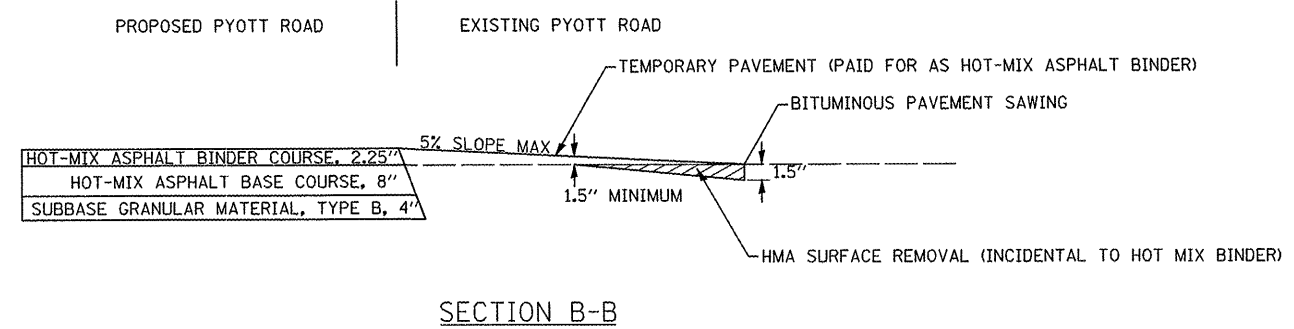
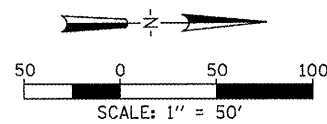
LEGEND

- WORK AREA
- COMPLETED ROADWAY SURFACE
- INTERIM ROADWAY SURFACE
- SIGN LOCATION
- TYPE II BARRICADE WITH STEADY BURNING LIGHTS
- DIRECTION OF TRAFFIC
- FLASHING LIGHT, SIGN MOUNTED
- 18" X18" (MIN.) ORANGE WARNING FLAG
- TYPE III BARRICADE
- ROW LINE
- DRUM OR BARRICADE
- CHANGEABLE MESSAGE SIGN, TO REMAIN THROUGH ALL STAGES FOR MORE INFORMATION SEE SHEET 8

| | | | | | | | | |
|--|------------------------|----------------|-----------|---|---|----------------|---|-----------|
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| 1:\05_jobs\0841\05b021\civil part b\sheet\VC-INT-MT302.sht | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 14 | |
| PLOT SCALE = 1/4" = 100' IN. | CHECKED - AAH | REVISED - | | | | | | |
| PLOT DATE = 02/25/2008, 11:38 AM | DATE - 05/21/08 | REVISED - | | | | | | |
| | | | | | | SCALE: 1"=100' | AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CX-3807 | |

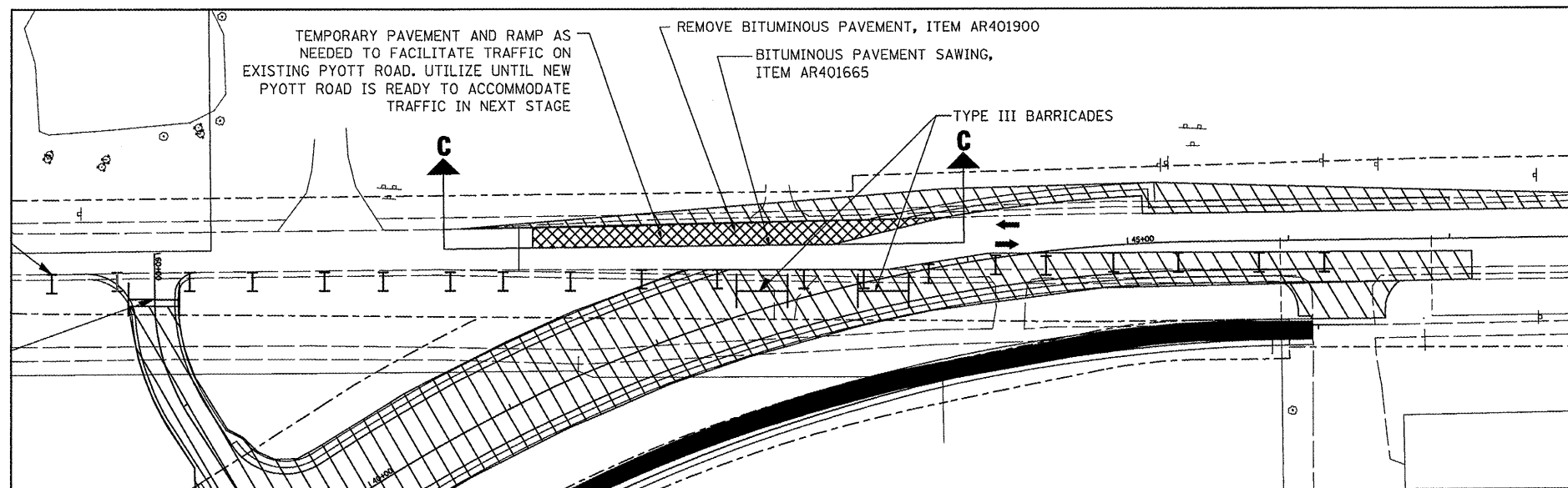


DETAIL "E"



LEGEND

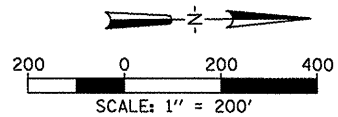
- WORK AREA
 - COMPLETED ROADWAY SURFACE
 - INTERIM ROADWAY SURFACE
 - SIGN LOCATION
 - TYPE II BARRICADE WITH STEADY BURNING LIGHTS
 - DIRECTION OF TRAFFIC
 - FLASHING LIGHT, SIGN MOUNTED
 - 18" X18" (MIN.) ORANGE WARNING FLAG
 - TYPE III BARRICADE
 - ROW LINE
 - DRUM OR BARRICADE
 - CHANGEABLE MESSAGE SIGN, TO REMAIN THROUGH ALL STAGES
- FOR MORE INFORMATION SEE SHEET 8



DETAIL "F"

| | | | | | | | | |
|--|------------------------|----------------|---|---|---|--------|--------------|-----------|
| FILE NAME = | USER NAME = blain01219 | DESIGNED - DRM | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CONSTRUCTION PHASING - STAGE III DETAILS | COUNTY | TOTAL SHEETS | SHEET NO. |
| \\05jobs\00841\05b021\civil part b\sheet\C-1MT-MT303.aht | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 15 | |
| PLOT SCALE = 399.9992' / IN. | CHECKED - AAH | REVISED - | AIP NO. 3-17-0112-810 ILLINOIS IDA NO. 3CK-3807 | | | | | |
| PLOT DATE = 02/26/2009, 11:38 AM | DATE - 05/21/08 | REVISED - | | | | | | |

STAGE IV



CONSTRUCTION ACTIVITIES

STAGE IV

1. COMPLETE PYOTT ROAD, AIRPORT ROAD, AND DRIVEWAY CONSTRUCTION (SURFACE COURSE), REMOVE OLD PYOTT ROAD TO LIMITS DESCRIBED IN PLANS, COMPLETE FINAL GRADING AND SEEDING, AND REMOVE TEMPORARY WIDENING (SOME MAY BE USED AS PART OF FINAL SHOULDER).

NOTES

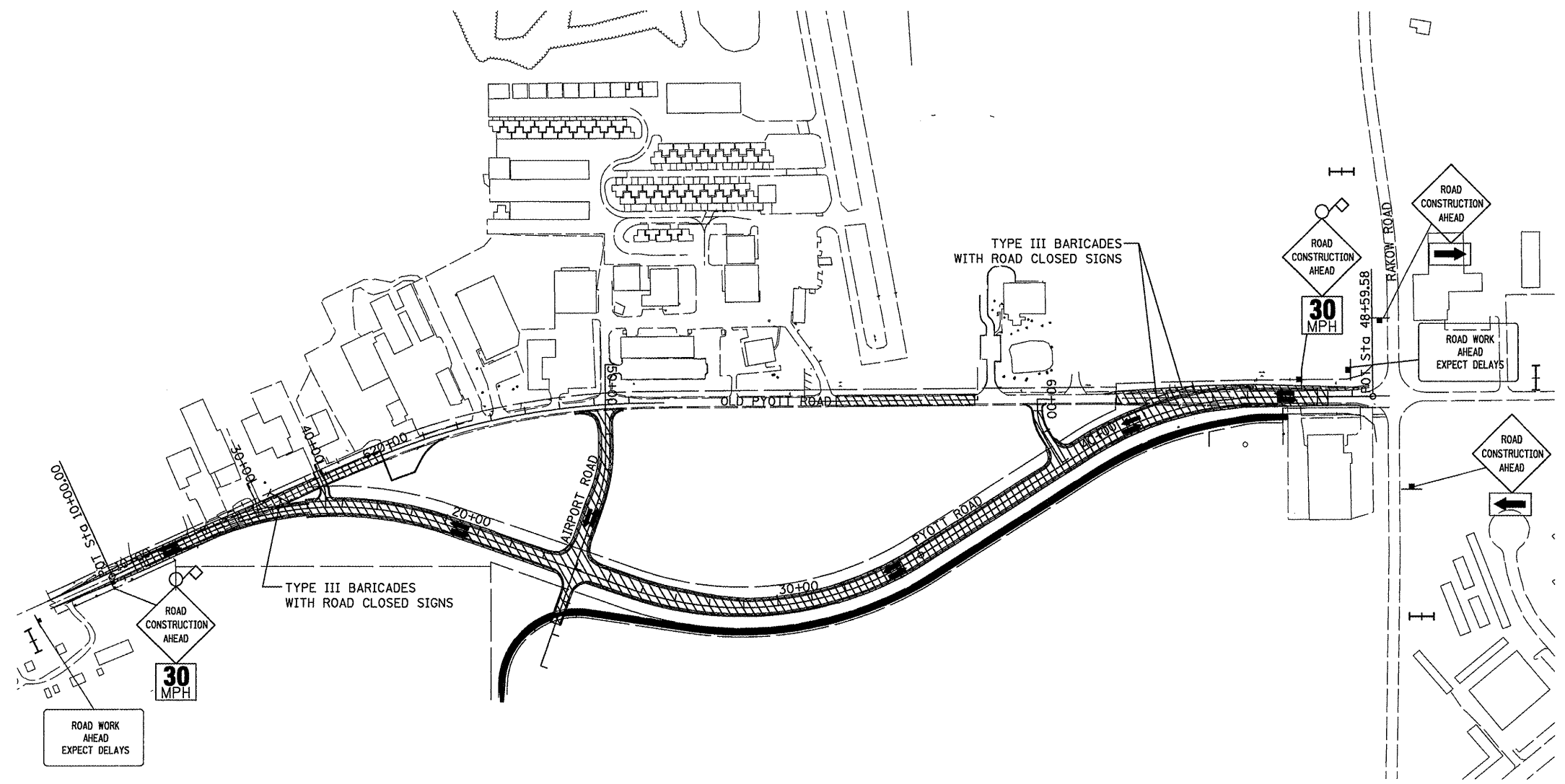
1. AFTER PLACEMENT OF SURFACE COURSE AND BEFORE PLACEMENT OF FINAL STRIPING, TEMPORARY MARKING FOR STRIPING UTILIZING TAPE WILL BE USED TO DELINEATE TRAFFIC LANES. THE TAPE WILL BE REMOVED BEFORE FINAL STRIPING.
2. ALL CONSTRUCTION STAGING IS SUGGESTED AND CAN BE REVISED ON WRITTEN APPROVAL OF THE ENGINEER TWO WEEKS PRIOR TO THE START OF WORK. THERE WILL BE NO ADJUSTMENT IN THE "TRAFFIC CONTROL AND PROTECTION" UNIT PRICE DUE TO THE CONTRACTOR CHANGING THE PLAN CONSTRUCTION SEQUENCE. ANY CHANGES WILL BE IN ACCORDANCE WITH THESE NOTES AND THE SPECIAL PROVISION FOR "TRAFFIC CONTROL AND PROTECTION".
3. TEMPORARY WIDENING REMOVAL IS INCIDENTAL TO "TRAFFIC CONTROL AND PROTECTION".

SUMMARY OF TRAFFIC CONTROL

1. UTILIZE LANE CLOSURES AND MOVING LANE CLOSURES TO COMPLETE SURFACE COURSE AND STRIPING

APPLICABLE IDOT TRAFFIC CONTROL STANDARDS

| | |
|---------------------|---|
| 701001-01 | OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY |
| 701006-02 | OFF-RD OPERATIONS, 2L, 2W, 15' TO 2' FROM PAVEMENT EDGE |
| 701901 | TRAFFIC CONTROL DEVICES |
| D-1 STANDARD (TC22) | ARTERIAL ROAD INFORMATIONAL SIGN |
| 701311-2 | LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY |
| 701301-02 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |
| 701306-01 | LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEED >= 45 MPH |
| D-1 STANDARD (TC10) | TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS |



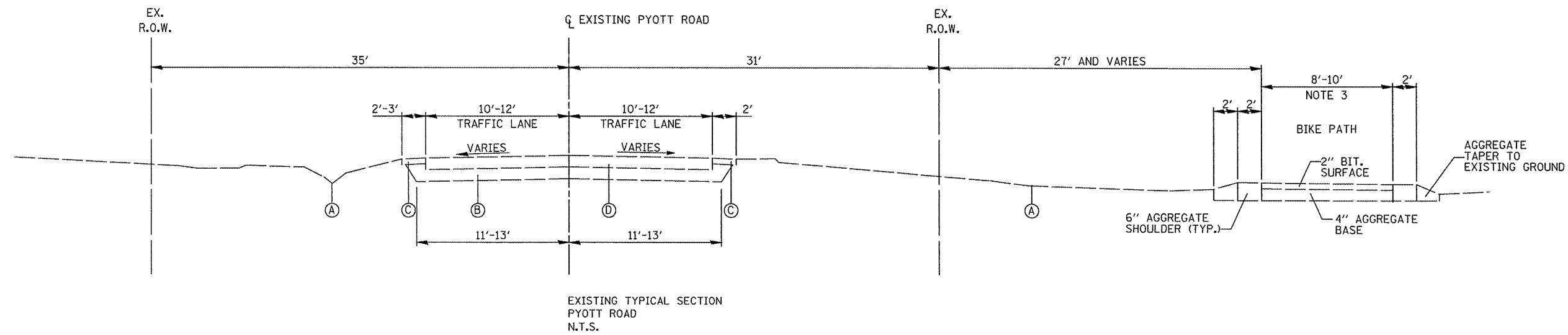
LEGEND

- WORK AREA
- COMPLETED ROADWAY SURFACE
- INTERIM ROADWAY SURFACE
- SIGN LOCATION
- TYPE II BARRICADE WITH STEADY BURNING LIGHTS
- DIRECTION OF TRAFFIC
- FLASHING LIGHT, SIGN MOUNTED
- 18" X 18" (MIN.) ORANGE WARNING FLAG
- TYPE III BARRICADE
- ROW LINE
- DRUM OR BARRICADE
- CHANGEABLE MESSAGE SIGN, TO REMAIN THROUGH ALL STAGES FOR MORE INFORMATION SEE SHEET 8

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| PLOT DATE = 02/25/2009, 11:39 AM | DATE - 05/21/08 | REVISED - | | | | | | |



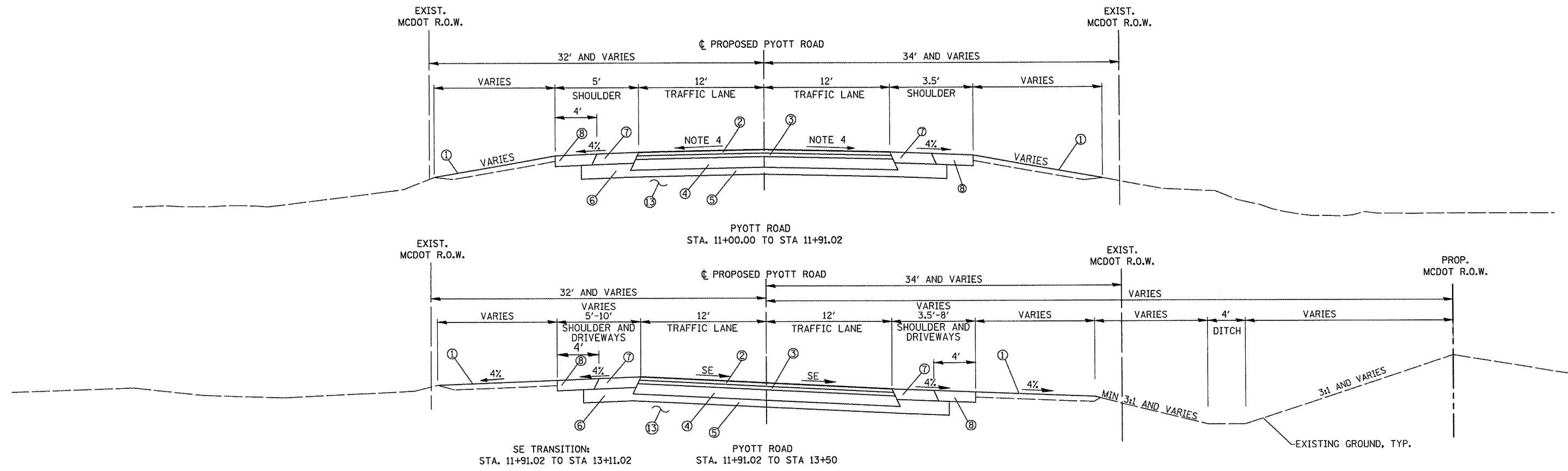
NOTES:

1. PYOTT ROAD WIDENED FROM 20' TO 24' ON THE EAST SIDE. THE CENTERLINE OF THE ROADWAY IS NOT THE CENTER OF THE RIGHT-OF-WAY.
2. EXISTING ROAD SECTION BASED ON ORIGINAL PYOTT ROAD DESIGN PLANS FROM 1958, STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS AND BUILDINGS DIVISION OF HIGHWAYS PROJECT S-1058(1). IT IS POSSIBLE IMPROVEMENTS HAVE BEEN MADE TO PROJECT AREA SINCE ORIGINAL CONSTRUCTION, HOWEVER DESIGN PLANS PORTRAYING CHANGES COULD NOT BE LOCATED.
3. BICYCLE PATH SECTION BASED ON EXHIBIT (E) IN THE EXISTING SETTLEMENT AGREEMENT BETWEEN MEYER MATERIAL, MEYER'S LAND TRUST, MCHENRY COUNTY AND THE MCHENRY COUNTY CONSERVATION DISTRICT DATED MAY 18, 1993.

EXISTING LEGEND

- (A) EXISTING GROUND
- (B) MIN. 10" COMPACTED GRAVEL
- (C) EXISTING AGGREGATE SHOULDER
- (D) EXISTING BITUMINOUS SURFACE
SUBCLASS B-4
3" COMPACTED

| | | | | | | | | |
|--|------------------------|----------------|---|---|---|--------|--------------|-----------|
| FILE NAME = | USER NAME = B1e1n01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | EXISTING TYPICAL SECTIONS PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
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| PLOT DATE = 02/25/2009, 11:39 AM | DATE - 05/21/08 | REVISED - | SCALE: | | | 91+52 | 125+66 | |



NOTES:

- SUPERELEVATION DIRECTION IS OPPOSITE TYPICAL. RIGHT AND LEFT SHOULDERS SHALL BE REVERSED ACCORDINGLY.
- CENTER TURN LANE:
 TRANSITION FROM 0' TO 12' -
 STA. 19+03.76 TO STA. 21+23.76
 STA. 34+46.24 TO STA. 36+25.94
 STA. 44+24.42 TO STA. 46+04.58
 12' -
 STA. 21+23.76 TO STA. 22+99.65
 STA. 36+25.94 TO STA. 38+76.24
 STA. 46+04.58 TO STA. 47+00.00
- CLEARANCE REQUIREMENTS WILL BE ADJUSTED ON THE OUTSIDE CURVE AS REQUIRED.
- PAVEMENT CROSS SLOPE = 2% EXCEPT FOR TRANSITIONS TO EXISTING 1.5%
- RIGHT TURN LANE:
 12' -
 STA. 24+73.49 TO STA. 27+28.49
 STA. 39+80.24 TO STA. 42+30.24
 TRANSITION FROM 0' TO 12' -
 STA. 27+28.49 TO STA. 29+08.49
 STA. 42+30.24 TO STA. 44+10.24

THE RIGHT TURN LANE TRANSITIONS TO AN ADDITIONAL 12' LANE AVAILABLE FOR FUTURE USE BETWEEN STATIONS 42+30.24 AND 45+10.00

- STA. 22+99.65 TO STA. 24+73.49 AND STA. 38+76.24 TO STA. 39+80.24 ARE INTERSECTIONS AND ARE NOT REPRESENTED IN THE TYPICAL SECTIONS. SEE THE CROSS SECTIONS OR GRADING PLANS FOR ADDITIONAL INFORMATION.
- SHOULDER SLOPES SHALL BE 4% EXCEPT AT EXISTING DRIVEWAYS. AT THESE LOCATIONS, THE SLOPE SHALL BE SUCH TO ALLOW THE PROPOSED PAVEMENT TO MEET EXISTING DRIVEWAY PAVEMENTS.
- DITCH DIMENSIONS AND SLOPES VARY. FOR MORE INFORMATION, SEE THE CROSS SECTIONS AND INTERSECTION PLANS.
- ALL SAW CUTTING FOR BUTT JOINTS AND PAVEMENT WIDENING SHALL BE PAID FOR UNDER AR401665
- 4" TOPSOIL AND SEEDING MIXTURE 2A ARE REQUIRED AT PROPOSED FINISHED GRADE. SEE CROSS SECTIONS FOR DETAILS.

| | |
|--|--------------------------------|
| STRUCTURAL DESIGN TRAFFIC: YEAR <u>2028</u> | |
| PV = <u>12772</u> | SU = <u>144</u> MU = <u>84</u> |
| ROAD/STREET CLASSIFICATION CLASS = <u>II</u> | |
| PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE: | |
| P = <u>50</u> | S = <u>50</u> M = <u>50</u> |
| TRAFFIC FACTOR: ACTUAL TF = <u>0.503</u> AC TYPE = _____ | |
| MINIMUM TF = <u>0.5</u> | |
| PC GRADE: BINDER = <u>PG 64-22</u> SURFACE = <u>PG 64-22</u> | |
| SUBGRADE SUPPORT RATING: SSR = <u>POOR</u> | |

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

| | MIXTURE USE | AC TYPE | AIR VOIDS (%) |
|-----------------------|--|----------|---------------|
| ROADWAY | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1.5" | PG 64-22 | 4% @ 70 GYR. |
| | HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, 2.25" | PG 64-22 | 4% @ 70 GYR. |
| | HOT-MIX ASPHALT BASE COURSE 8" | PG 58-22 | 2% @ 50 GYR. |
| DRIVEWAYS | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2" | PG 64-22 | 4% @ 50 GYR. |
| | HOT-MIX ASPHALT BASE COURSE, 8" | PG 58-22 | 2% @ 50 GYR. |
| SHOULDERS | HOT-MIX ASPHALT SHOULDERS, 8" | PG 58-22 | 2% @ 30 GYR. |
| TEMPORARY PAVEMENT | HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, 2" | PG 64-22 | 4% @ 70 GYR. |
| BICYCLE PATH PAVEMENT | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2" | PG 64-22 | 4% @ 50 GYR. |

NOTES

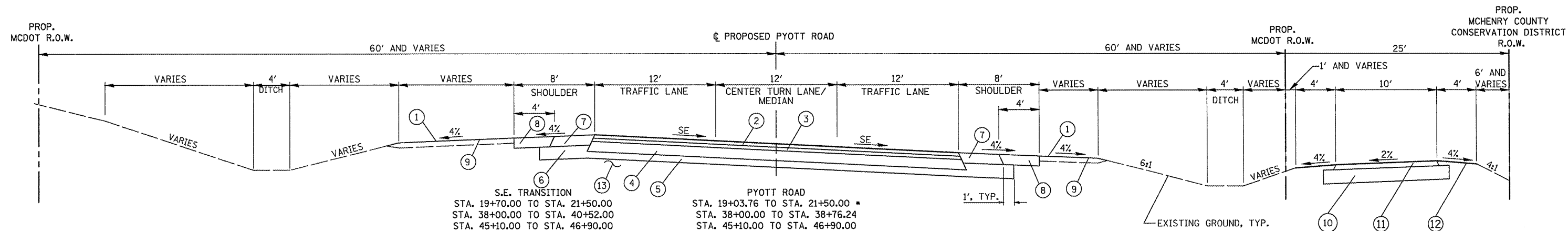
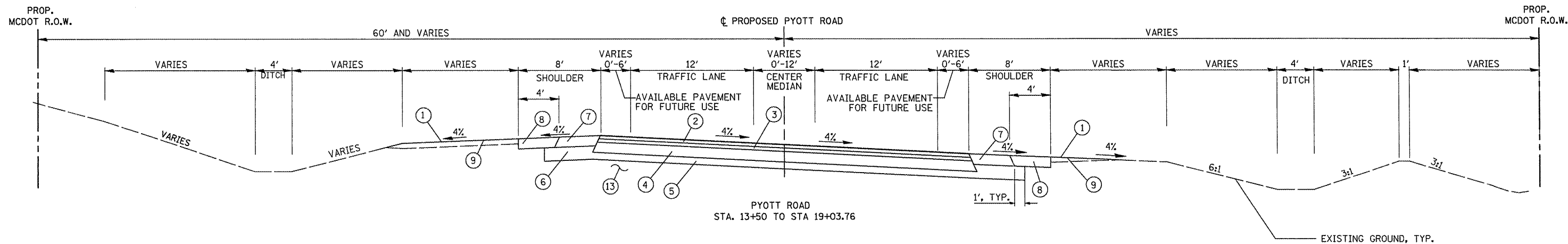
- THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 115 LBS/SY/IN.
- WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

PROPOSED LEGEND

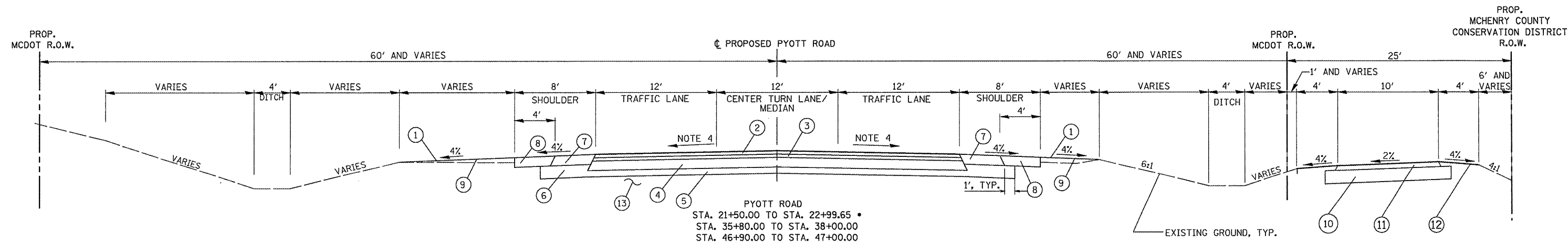
- | | |
|---|---|
| ① PROPOSED FINISHED GRADE, VARIES. SEE NOTE 10 AND CROSS SECTIONS. | ⑧ AGGREGATE SHOULDER, TYPE B, 8" ITEM AR803027 |
| ② HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, PG 64-22, ITEM AR803019, 1.5" | ⑨ SEEDING MIXTURE 2A, ITEM AR803002. 10' STRIP ADJACENT TO PROPOSED ROADWAY. SEE EROSION CONTROL PLANS FOR DETAILS. |
| ③ HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, PG 64-22, ITEM AR803021, 2.25" | ⑩ 8" AGGREGATE BASE COURSE, ITEM AR208608 |
| ④ HOT-MIX ASPHALT BASE COURSE, PG 58-22, 8" ITEM AR803022 | ⑪ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, PG 64-22, ITEM AR803023, 3" |
| ⑤ SUBBASE GRANULAR MATERIAL, TYPE B, 4" ITEM AR803025 | ⑫ 4' SODDING ITEM AR904510 |
| ⑥ SUBBASE GRANULAR MATERIAL, TYPE B, 7.75" ITEM AR803026 | ⑬ SUBGRADE, COMPACTED & PROOF ROLLED |
| ⑦ HOT-MIX ASPHALT SHOULDERS, 8", ITEM AR803024 | ⑭ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, PG 64-22, ITEM AR803023, 2" |

| | | | | | | | | |
|---|------------------------|-----------------|-----------|---|---|---|--------------|-----------|
| FILE NAME = | USER NAME = B1ain01219 | DESIGNED - LDH | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | PROPOSED TYPICAL SECTIONS PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
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| PLOT DATE = 02/25/2009, 11:39 AM | | DATE - 05/21/08 | REVISED - | | | | | |

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• BICYCLE PATH NOT INCLUDED IN THIS SECTION



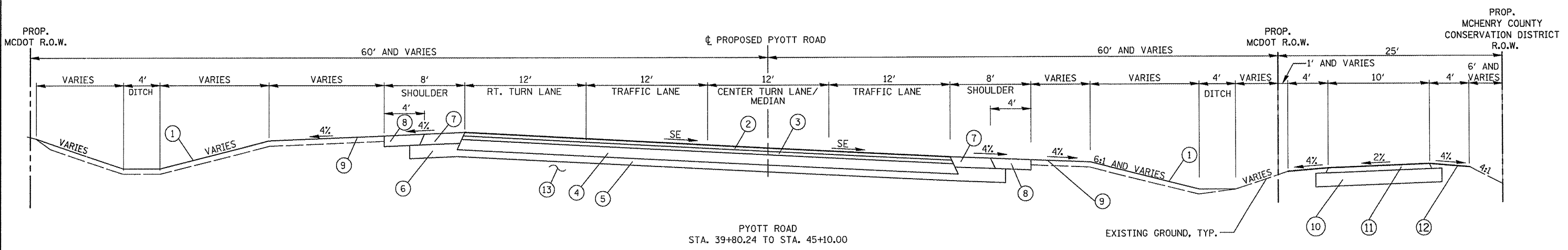
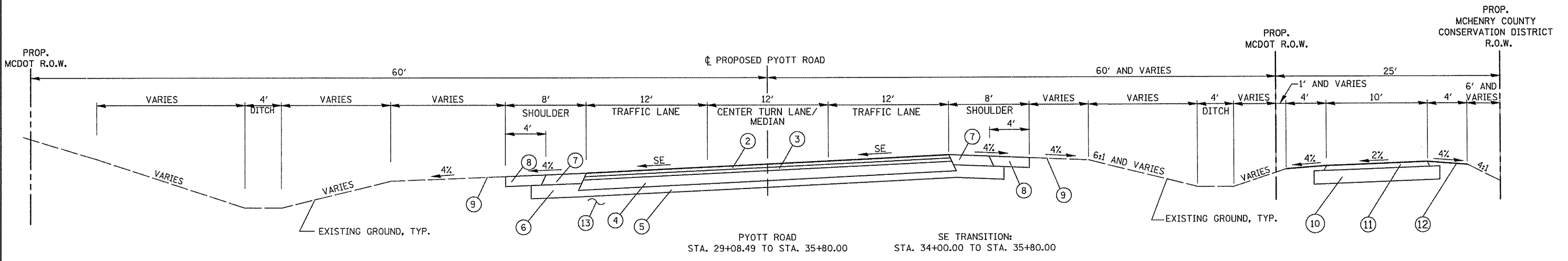
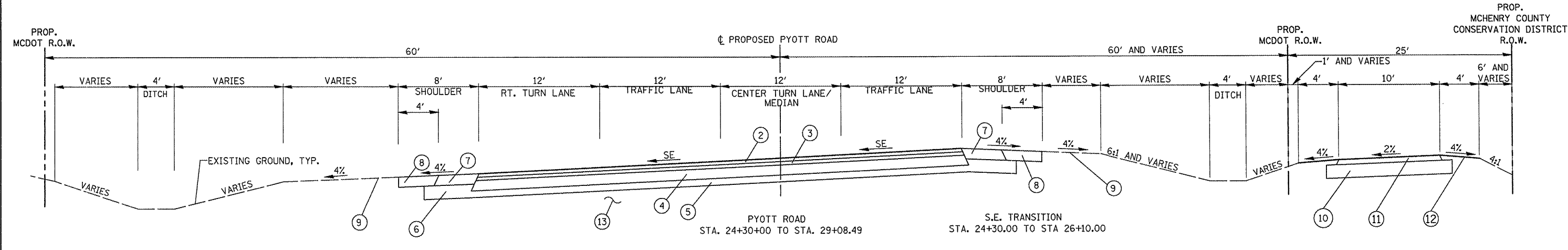
• BICYCLE PATH NOT INCLUDED IN THIS SECTION

NOTES:

1. FOR NOTES AND LEGEND SEE SHEET 18

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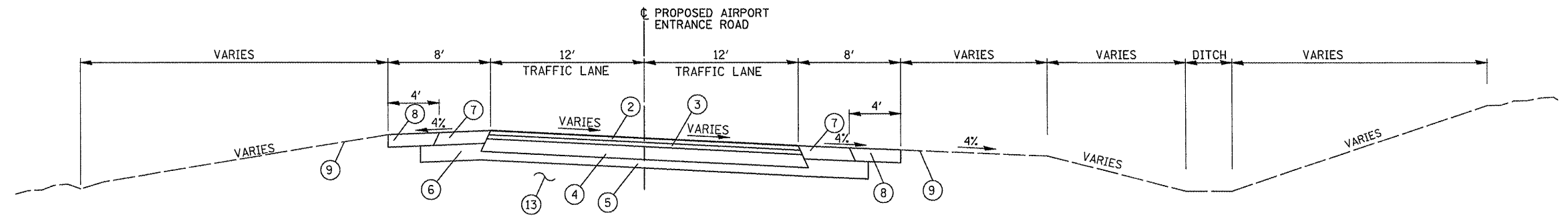
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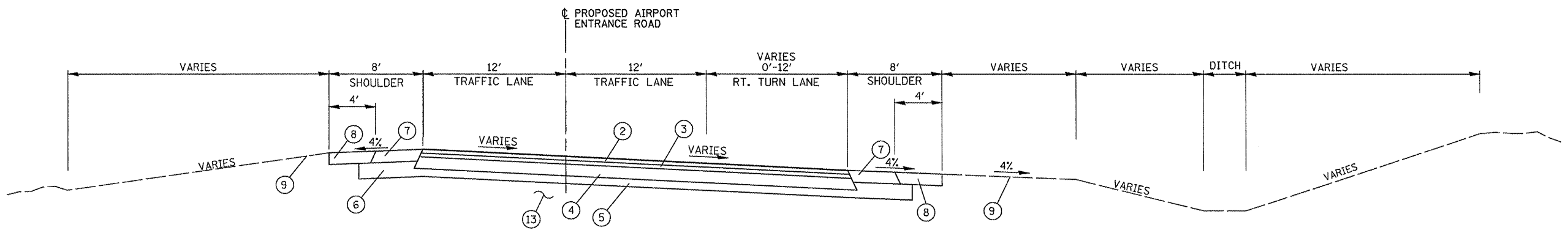
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| PLOT DATE = 02/25/2009, 11:39 AM | DATE - 05/21/08 | REVISED - | | | | | | |

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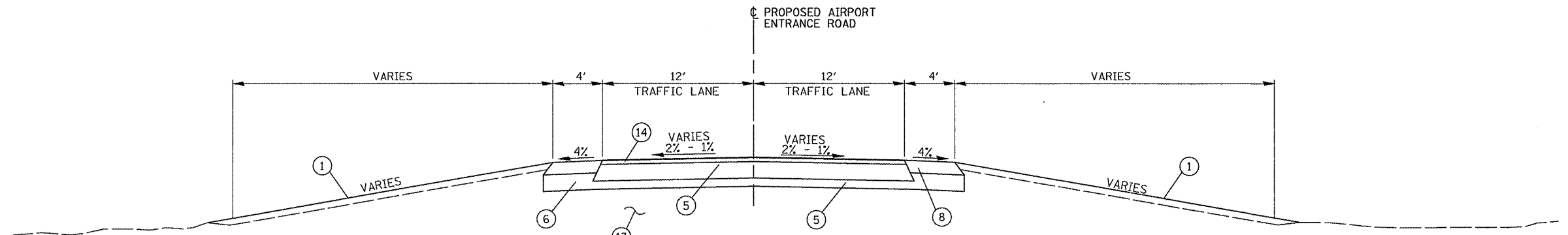
AIRPORT ENTRANCE ROAD
STA. 52+03.56 TO STA 52+85.56



SE TRANSITION:
STA. 53+75.93 TO STA 55+17.93

AIRPORT ENTRANCE ROAD
STA. 52+85.56 TO STA 55+08.16

RIGHT TURN LANE:
0' TO 12' TRANSITION:
STA. 52+85.56 TO STA. 54+20.56
12':
STA. 54+20.56 TO STA. 55+12.33

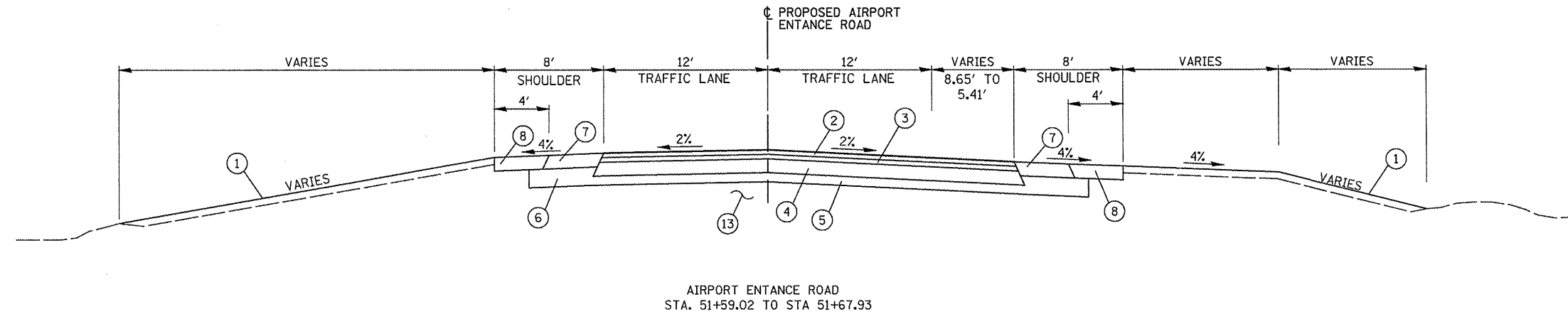


AIRPORT ENTRANCE ROAD
STA. 56+35.81 TO STA 57+21.16

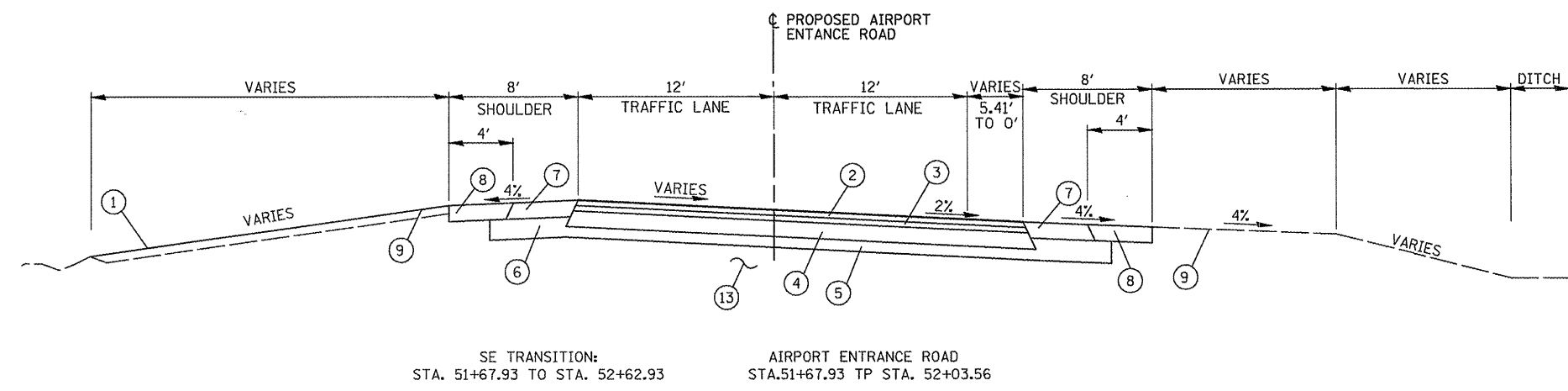
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| | | SCALE: | | | | | | |

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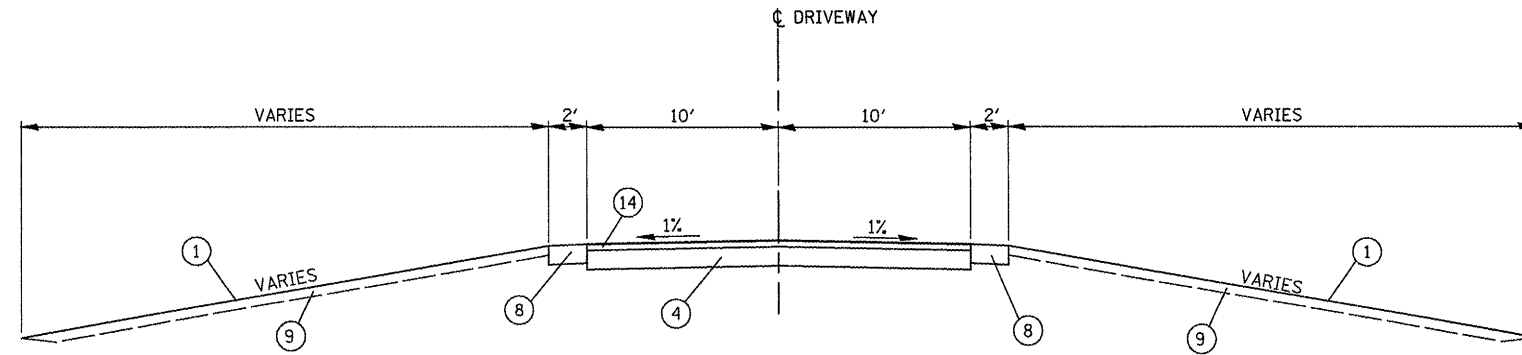
AIRPORT ENTRANCE ROAD
 STA. 51+59.02 TO STA. 51+67.93



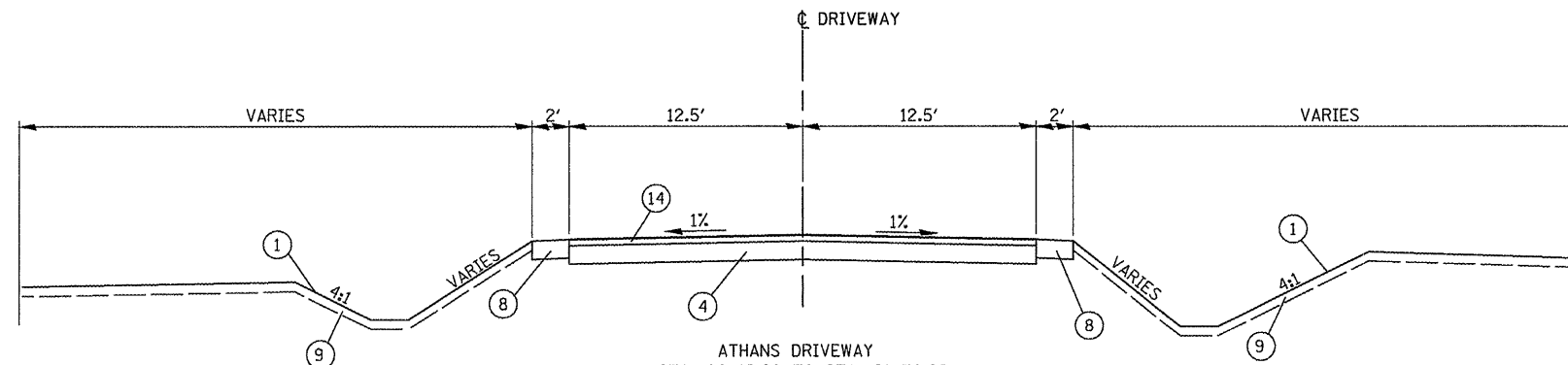
SE TRANSITION:
 STA. 51+67.93 TO STA. 52+62.93
 AIRPORT ENTRANCE ROAD
 STA. 51+67.93 TP STA. 52+03.56

NOTES:
 1. FOR NOTES AND LEGEND, SEE SHEET 18

| | | | | | | | | |
|--|------------------------|----------------|---|---|---|--------|--------------|-----------|
| FILE NAME = | USER NAME = B1a1n01219 | DESIGNED - LDH | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | PROPOSED TYPICAL SECTIONS AIRPORT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
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| PLOT DATE = 02/25/2009, 11:39 AM | DATE - 05/21/08 | REVISED - | | | | | | |



DRIVEWAY'S TYPICAL
 STA. 30+51.30 TO STA. 30+78.85
 POT PYOTT STA. 14+59.26 = DRIVEWAY STA. 31+00
 STA. 40+19.23 TO STA. 41+02.22
 POT PYOTT STA. 16+52.55 = DRIVEWAY 41+27.99



ATHANS DRIVEWAY
 STA. 60+12.20 TO STA. 61+36.28
 POT ATHANS STA. 62+06.18 = PYOTT STA. 39+28.24

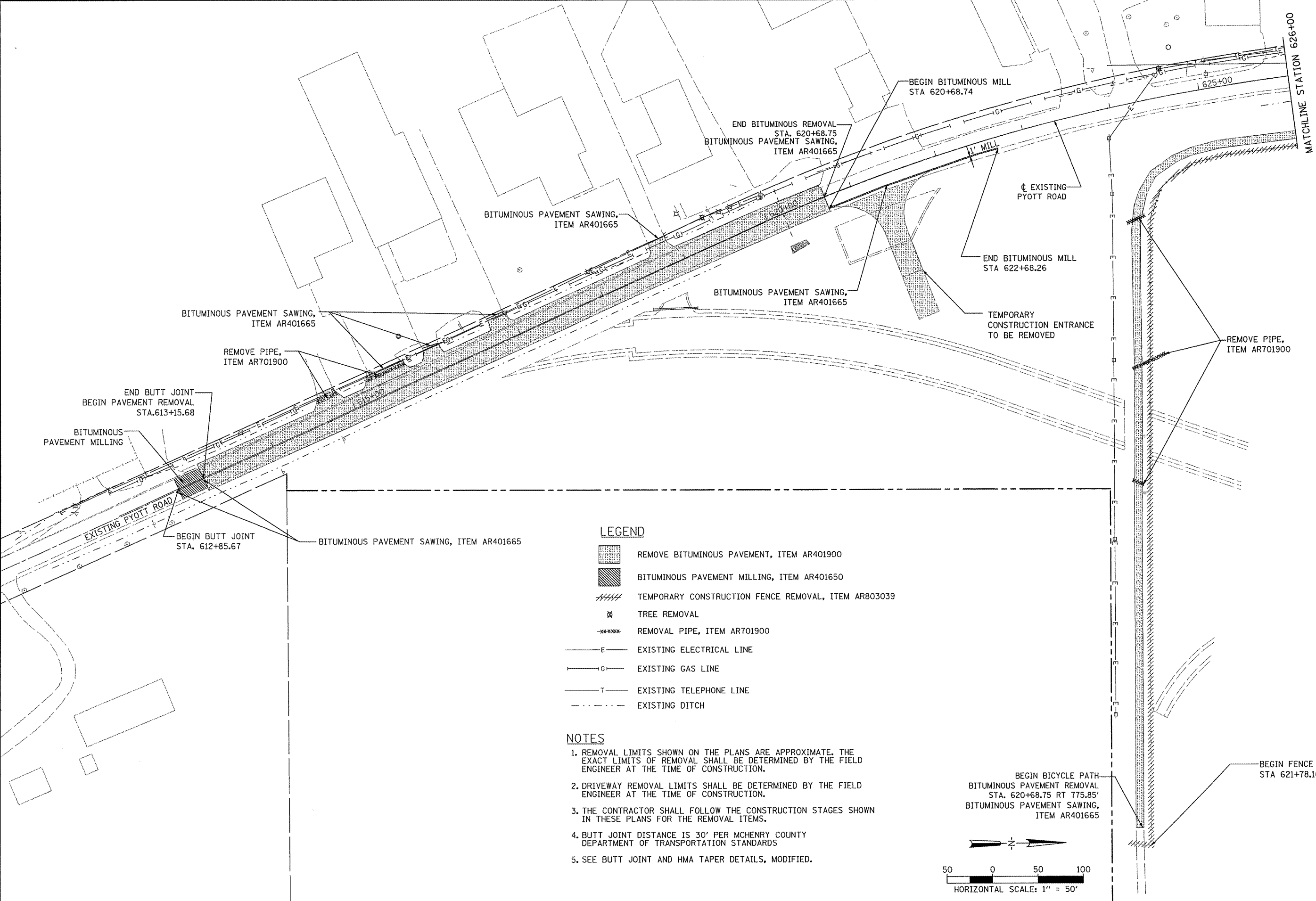
NOTES:

- SEE IDOT DRIVEWAY DETAILS (DISTANCE BETWEEN ROW AND FACE OF CURB < 4.5 M (15')) FOR ADDITIONAL INFORMATION ON DRIVEWAY LAYOUT AND PAVING.
- FOR NOTES AND LEGEND SEE SHEET 18.



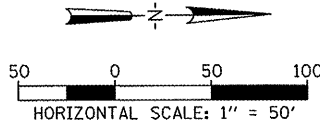
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| PLOT DATE = 02/25/2009, 11:39 AM | DATE - 05/21/08 | REVISED - | | | | | | |
| | | | | | | AIP NO. 3-17-0112-810 | ILLINOIS IDA NO. 3CK-3807 | |

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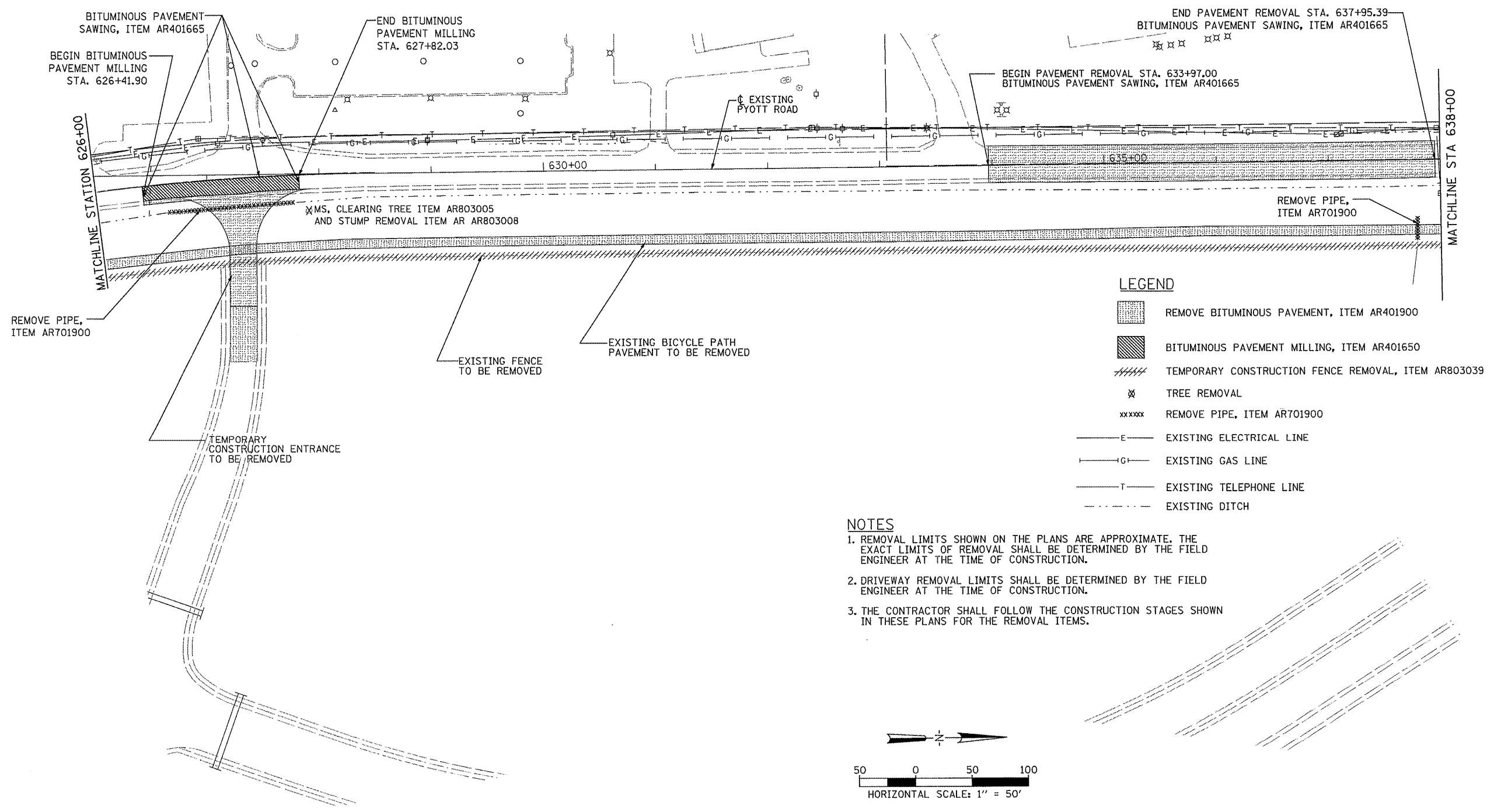
- LEGEND**
- REMOVE BITUMINOUS PAVEMENT, ITEM AR401900
 - BITUMINOUS PAVEMENT MILLING, ITEM AR401650
 - TEMPORARY CONSTRUCTION FENCE REMOVAL, ITEM AR803039
 - TREE REMOVAL
 - REMOVAL PIPE, ITEM AR701900
 - EXISTING ELECTRICAL LINE
 - EXISTING GAS LINE
 - EXISTING TELEPHONE LINE
 - EXISTING DITCH

- NOTES**
1. REMOVAL LIMITS SHOWN ON THE PLANS ARE APPROXIMATE. THE EXACT LIMITS OF REMOVAL SHALL BE DETERMINED BY THE FIELD ENGINEER AT THE TIME OF CONSTRUCTION.
 2. DRIVEWAY REMOVAL LIMITS SHALL BE DETERMINED BY THE FIELD ENGINEER AT THE TIME OF CONSTRUCTION.
 3. THE CONTRACTOR SHALL FOLLOW THE CONSTRUCTION STAGES SHOWN IN THESE PLANS FOR THE REMOVAL ITEMS.
 4. BUTT JOINT DISTANCE IS 30' PER MCHENRY COUNTY DEPARTMENT OF TRANSPORTATION STANDARDS
 5. SEE BUTT JOINT AND HMA TAPER DETAILS, MODIFIED.



| | | | | | | | | |
|---|------------------------|----------------|-----------|---|---------------------|---|--------------|-----------|
| FILE NAME = | USER NAME = Blain01219 | DESIGNED - CBP | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | REMOVAL PLAN | COUNTY | TOTAL SHEETS | SHEET NO. |
| \\05jobs\00841\05b021\civil part b\sheet\C-REML.sht | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 24 | |
| PLOT SCALE = 99.9998' / IN. | CHECKED - BLB | REVISED - | | | | | | |
| PLOT DATE = 02/25/2009, 11:44 AM | DATE - 05/21/08 | REVISED - | | | | | | |
| SCALE: 1"=50' | | | | | | AIP NO. 3-17-0112-810 ILLINOIS IDA NO. 3CK-3807 | | |

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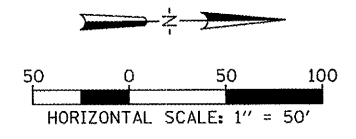


LEGEND

- REMOVE BITUMINOUS PAVEMENT, ITEM AR401900
- BITUMINOUS PAVEMENT MILLING, ITEM AR401650
- TEMPORARY CONSTRUCTION FENCE REMOVAL, ITEM AR803039
- TREE REMOVAL
- REMOVE PIPE, ITEM AR701900
- EXISTING ELECTRICAL LINE
- EXISTING GAS LINE
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- EXISTING DITCH

NOTES

1. REMOVAL LIMITS SHOWN ON THE PLANS ARE APPROXIMATE. THE EXACT LIMITS OF REMOVAL SHALL BE DETERMINED BY THE FIELD ENGINEER AT THE TIME OF CONSTRUCTION.
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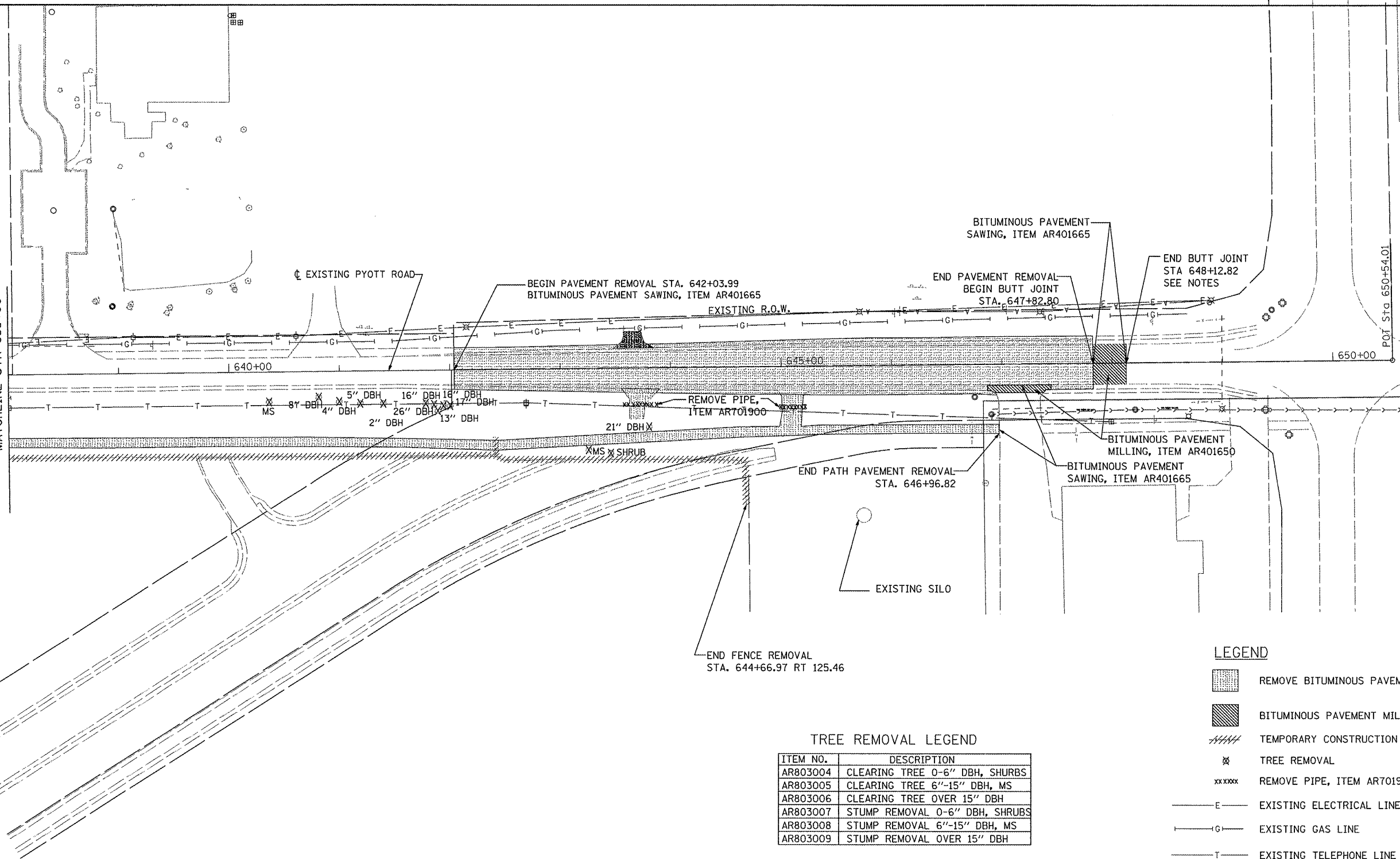


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| PLOT SCALE = 99.9998' / IN. | CHECKED - BLB | REVISED - | AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CX-3807 | | | | | |
| PLOT DATE = 02/25/2009, 11:44 AM | DATE - 05/21/08 | REVISED - | | | | | | |

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MATCHLINE STA 638+00



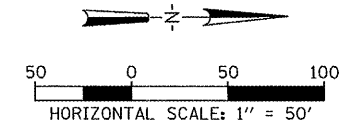
TREE REMOVAL LEGEND

| ITEM NO. | DESCRIPTION |
|----------|--------------------------------|
| AR803004 | CLEARING TREE 0-6" DBH, SHRUBS |
| AR803005 | CLEARING TREE 6"-15" DBH, MS |
| AR803006 | CLEARING TREE OVER 15" DBH |
| AR803007 | STUMP REMOVAL 0-6" DBH, SHRUBS |
| AR803008 | STUMP REMOVAL 6"-15" DBH, MS |
| AR803009 | STUMP REMOVAL OVER 15" DBH |

LEGEND

- REMOVE BITUMINOUS PAVEMENT, ITEM AR401900
- BITUMINOUS PAVEMENT MILLING, ITEM AR401650
- TEMPORARY CONSTRUCTION FENCE REMOVAL, ITEM AR803039
- TREE REMOVAL
- REMOVE PIPE, ITEM AR701900
- EXISTING ELECTRICAL LINE
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- NOTES**
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 - DRIVEWAY REMOVAL LIMITS SHALL BE DETERMINED BY THE FIELD ENGINEER AT THE TIME OF CONSTRUCTION.
 - THE CONTRACTOR SHALL FOLLOW THE CONSTRUCTION STAGES SHOWN IN THESE PLANS FOR THE REMOVAL ITEMS.
 - BUTT JOINT DISTANCE IS 30' PER MCHENRY COUNTY DEPARTMENT OF TRANSPORTATION STANDARDS
 - SEE BUTT JOINT AND HMA TAPER DETAIL, MODIFIED.



| | | | |
|---|----------------------------------|-----------------|-----------|
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| | PLOT DATE = 02/25/2009, 11:45 AM | DATE - 05/21/08 | REVISED - |

VILLAGE OF LAKE IN THE HILLS, ILLINOIS

REMOVAL PLAN

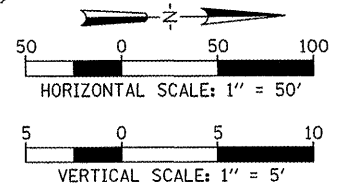
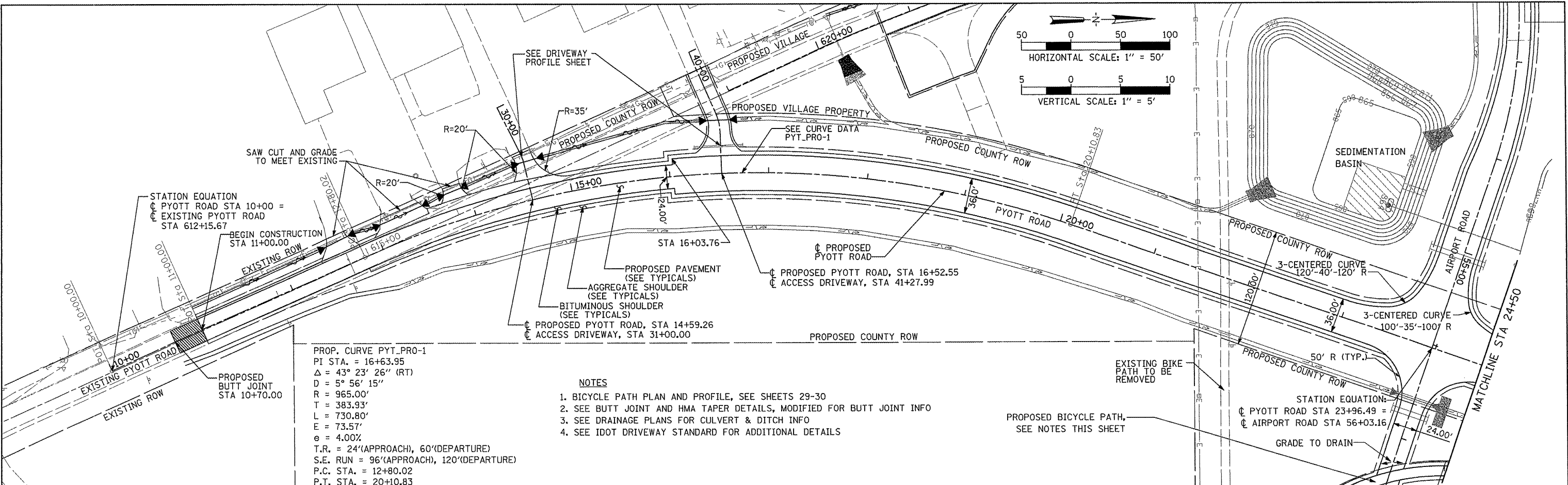
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|---------|--------------|-----------|
| COUNTY | TOTAL SHEETS | SHEET NO. |
| MCHENRY | 143 | 26 |

SCALE: 1"=50'

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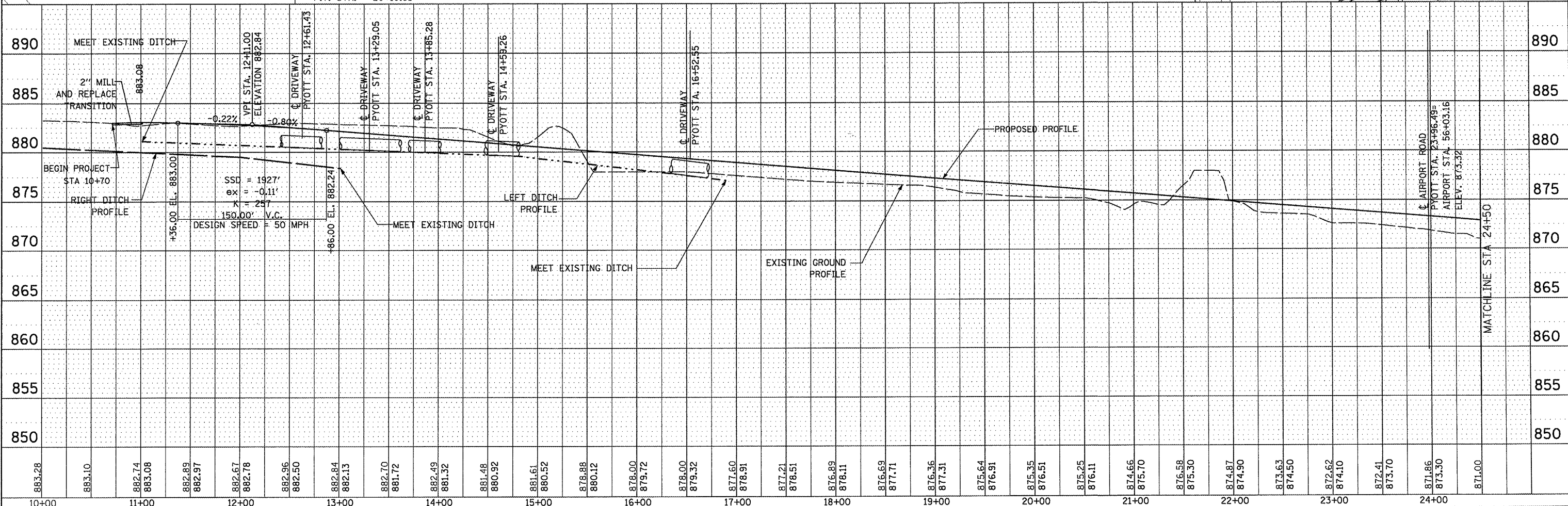


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|---------|-----------------------------|----|------|
| PROFILE | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | NOTE CHECKED | | |
| | NO. NOTED | | |
| | STRUCTURE NOTATIONS CHECKED | | |
| | NO. | | |



PROP. CURVE PYT_PRO-1
 PI STA. = 16+63.95
 Δ = 43° 23' 26" (RT)
 D = 5° 56' 15"
 R = 965.00'
 T = 383.93'
 L = 730.80'
 E = 73.57'
 e = 4.00%
 T.R. = 24'(APPROACH), 60'(DEPARTURE)
 S.E. RUN = 96'(APPROACH), 120'(DEPARTURE)
 P.C. STA. = 12+80.02
 P.T. STA. = 20+10.83

- NOTES
1. BICYCLE PATH PLAN AND PROFILE, SEE SHEETS 29-30
 2. SEE BUTT JOINT AND HMA TAPER DETAILS, MODIFIED FOR BUTT JOINT INFO
 3. SEE DRAINAGE PLANS FOR CULVERT & DITCH INFO
 4. SEE IDOT DRIVEWAY STANDARD FOR ADDITIONAL DETAILS



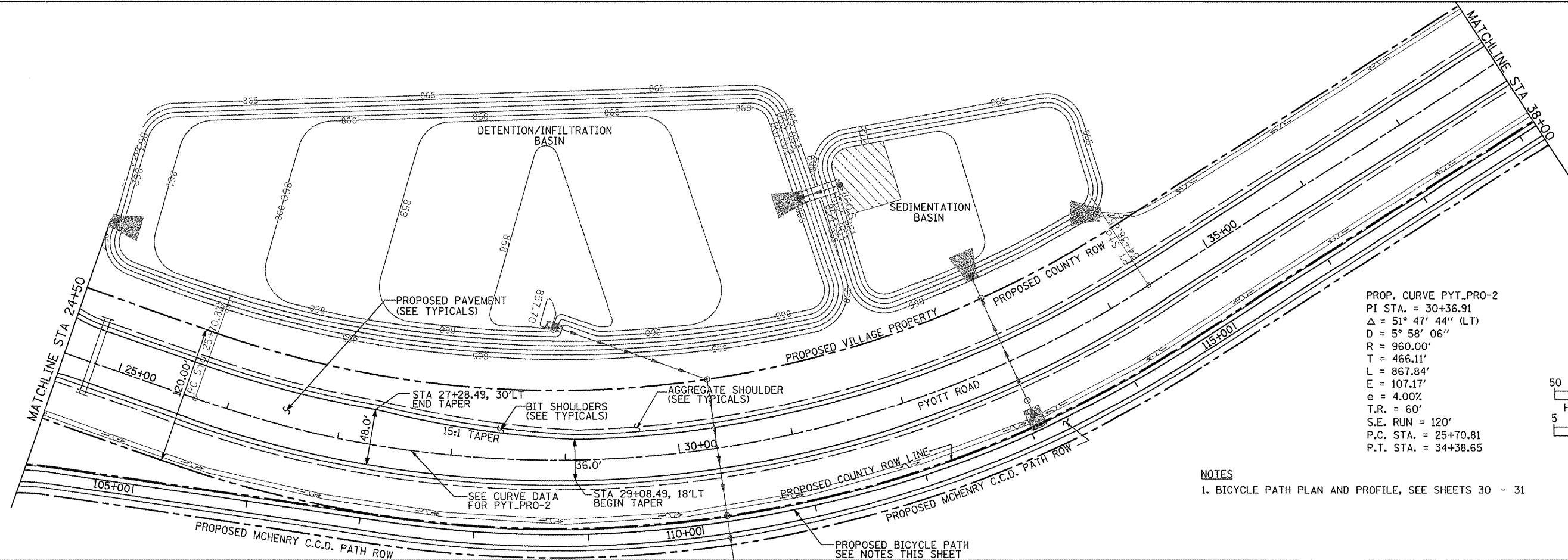
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| PLOT SCALE = 100.0000' / IN. | | CHECKED - | LDH | REVISED - | |
| PLOT DATE = 02/26/2009, 11:41 AM | | DATE - | 05/21/08 | REVISED - | |

VILLAGE OF
 LAKE IN THE HILLS, ILLINOIS

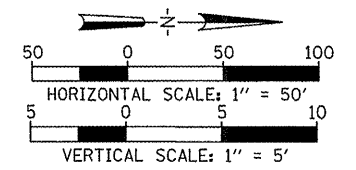
PYOTT ROAD PLAN AND PROFILE

| | | | | | | | | |
|---------------|----------------------------|------------|---------------|-----------------------|----------|------------------|--------------|-----------|
| SCALE: 1"=50' | SHEET NO. 27 OF 143 SHEETS | STA. 10+00 | TO STA. 24+50 | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | | AIP No. 3-17-0112-810 | ILLINOIS | IDA No. 30K-3807 | 143 | 27 |

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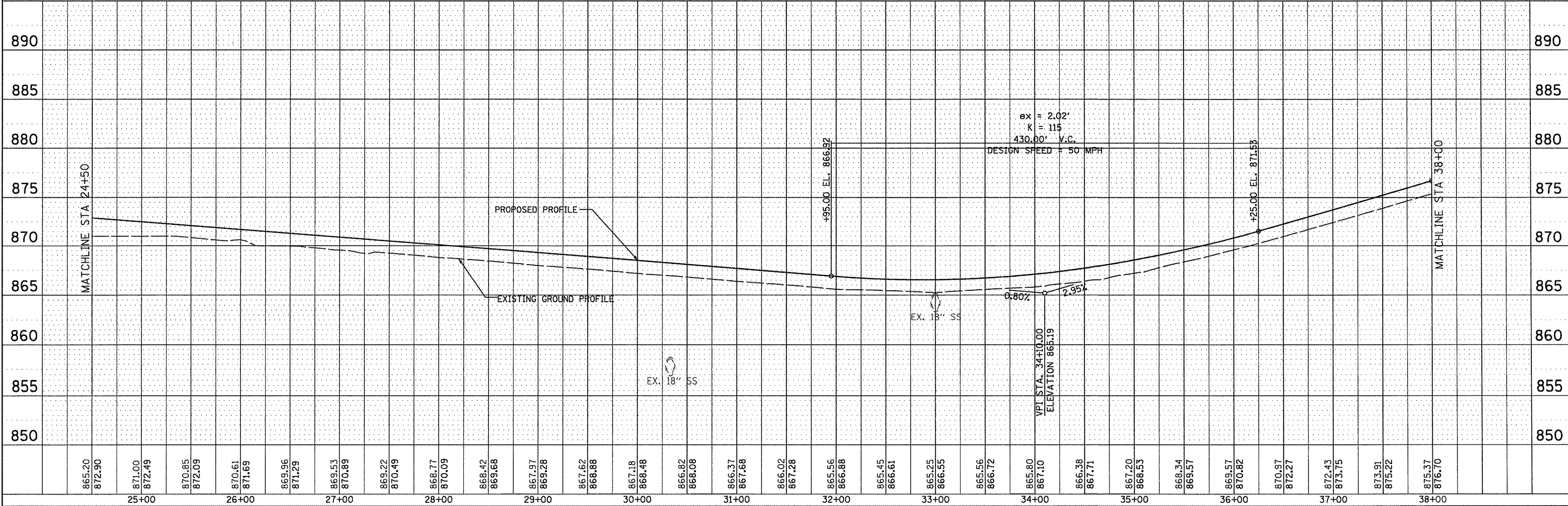


PROP. CURVE PYT_PRO-2
 PI STA. = 30+36.91
 Δ = 51° 47' 44" (LT)
 D = 5° 58' 06"
 R = 960.00'
 T = 466.11'
 L = 867.84'
 E = 107.17'
 e = 4.00%
 T.R. = 60'
 S.E. RUN = 120'
 P.C. STA. = 25+70.81
 P.T. STA. = 34+38.65



NOTES
 1. BICYCLE PATH PLAN AND PROFILE, SEE SHEETS 30 - 31

| | | | |
|---------|-----------|-----------|------------|
| PROFILE | SURVEYED | BY _____ | DATE _____ |
| | PLOTTED | BY _____ | DATE _____ |
| | NOTE BOOK | NO. _____ | DATE _____ |
| | STRUCTURE | NO. _____ | DATE _____ |
| | NOTATION | NO. _____ | DATE _____ |
| | CHKD | BY _____ | DATE _____ |

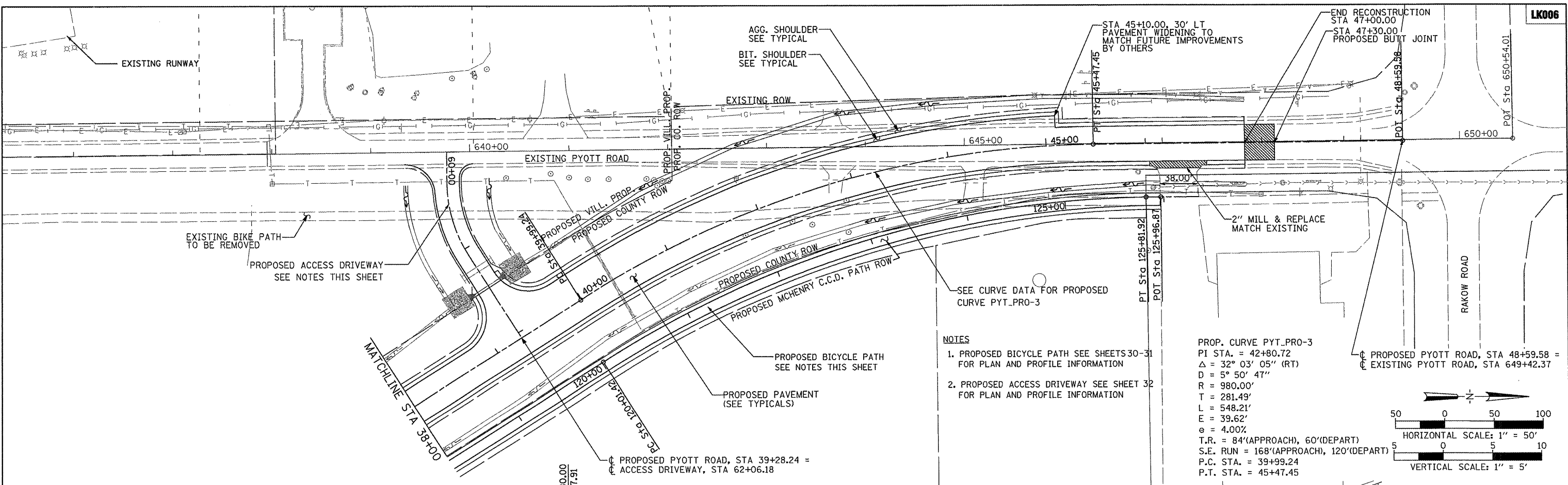


| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 865.20 872.30 25+00 | 871.00 872.49 26+00 | 870.85 872.09 27+00 | 870.61 871.69 28+00 | 869.96 871.29 29+00 | 869.53 870.89 30+00 | 869.22 870.49 31+00 | 868.77 870.09 32+00 | 868.42 869.68 33+00 | 867.97 869.28 34+00 | 867.62 868.88 35+00 | 867.18 868.48 36+00 | 866.82 868.08 37+00 | 866.37 867.68 38+00 | 866.02 867.28 39+00 | 865.56 866.88 40+00 | 865.45 866.61 41+00 | 865.25 866.55 42+00 | 865.56 866.72 43+00 | 865.80 867.10 44+00 | 866.38 867.71 45+00 | 867.20 868.53 46+00 | 868.34 869.57 47+00 | 869.57 870.82 48+00 | 870.97 872.27 49+00 | 872.43 873.75 50+00 | 873.91 875.22 51+00 | 875.37 876.70 52+00 | 880 885 890 | | | |
| FILE NAME = | USER NAME = Blam01219 | DESIGNED - BLB | REVISED - | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I:\05Jobs\00841\0588821\Civil Part B\Sheets\VC-7PP-PR2.sht | | DRAWN - CBP | REVISED - | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PLOT SCALE = 100.0000' / IN. | | CHECKED - LDH | REVISED - | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PLOT DATE = 02/26/2009, 11:49 AM | | DATE - 05/21/08 | REVISED - | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VILLAGE OF LAKE IN THE HILLS, ILLINOIS | | | | PYOTT ROAD PLAN AND PROFILE | | | | SCALE: 1"=50' | | SHEET NO. 28 OF 143 SHEETS | | STA. 24+50 TO STA. 38+00 | | F.A. RTE. | | SECTION | | COUNTY | | TOTAL SHEETS | | SHEET NO. | | CONTRACT NO. | | AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CX-3807 | | | | | |

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| PROFILE | SURVEYED | DATE |
| NOTE BOOK | PLOTTED | |
| NO. | BY | |
| | DATE | |
| | BY | |
| | DATE | |



NOTES

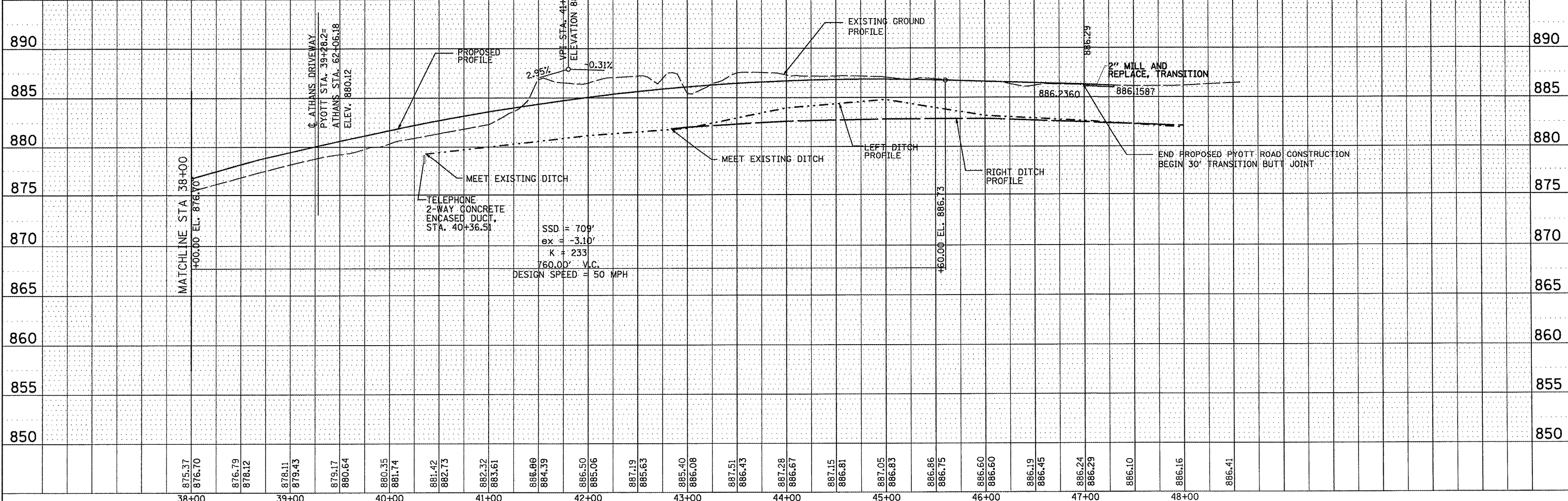
1. PROPOSED BICYCLE PATH SEE SHEETS 30-31 FOR PLAN AND PROFILE INFORMATION
2. PROPOSED ACCESS DRIVEWAY SEE SHEET 32 FOR PLAN AND PROFILE INFORMATION

PROP. CURVE PYT_PRO-3
 PI STA. = 42+80.72
 $\Delta = 32^\circ 03' 05''$ (RT)
 $D = 5^\circ 50' 47''$
 $R = 980.00'$
 $T = 281.49'$
 $L = 548.21'$
 $E = 39.62'$
 $e = 4.00\%$
 T.R. = 84'(APPROACH), 60'(DEPART)
 S.E. RUN = 168'(APPROACH), 120'(DEPART)
 P.C. STA. = 39+99.24
 P.T. STA. = 45+47.45

END RECONSTRUCTION STA 47+00.00
 STA 47+30.00 PROPOSED BUTT JOINT

PROPOSED PYOTT ROAD, STA 48+59.58 =
 EXISTING PYOTT ROAD, STA 649+42.37

HORIZONTAL SCALE: 1" = 50'
 VERTICAL SCALE: 1" = 5'



| | | | |
|--|-----------------------|-----------------|-----------|
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| | | CHECKED - LDH | REVISED - |
| | | DATE - 05/21/08 | REVISED - |

VILLAGE OF LAKE IN THE HILLS, ILLINOIS

PYOTT ROAD PLAN AND PROFILE

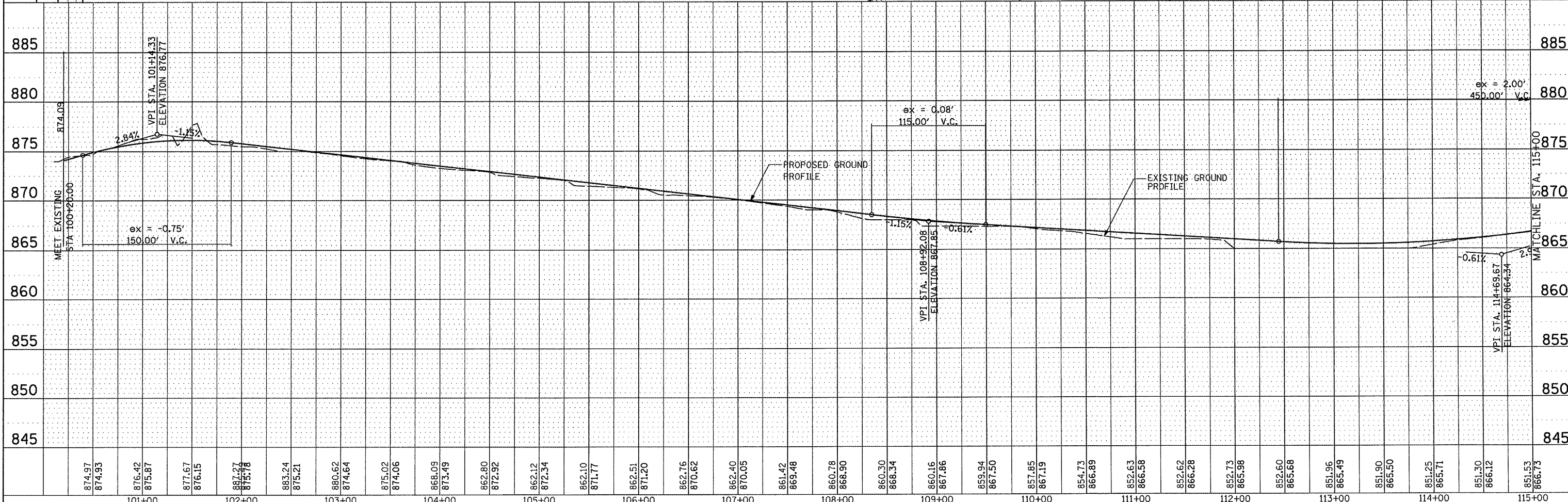
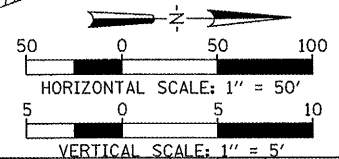
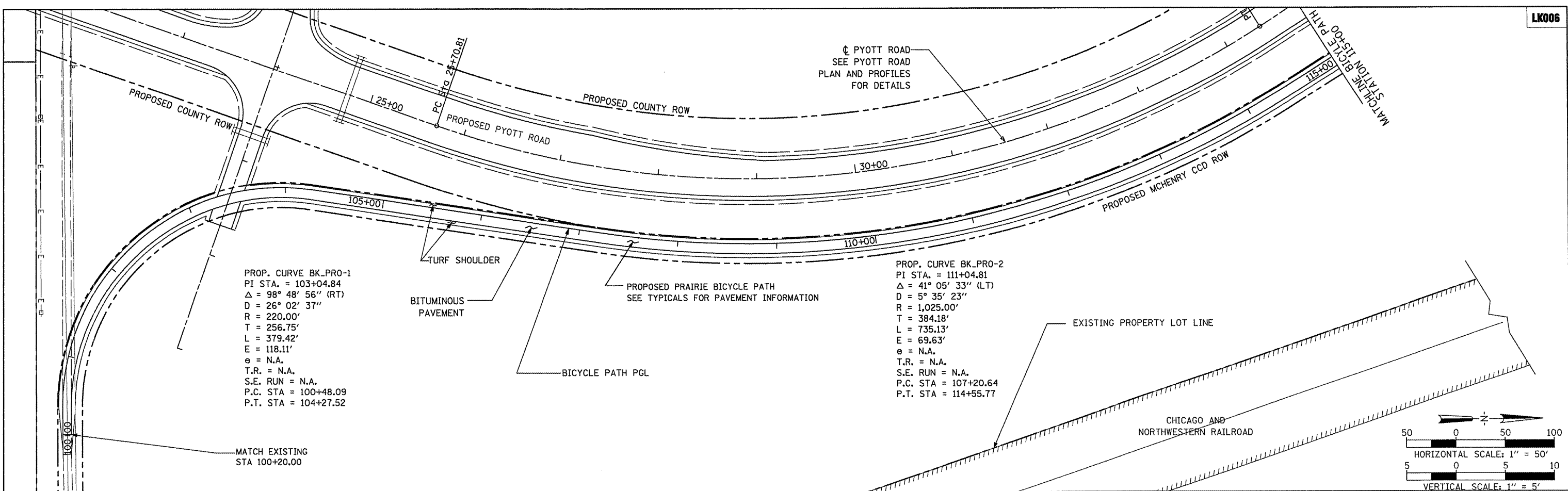
SCALE: 1"=50' SHEET NO. 29 OF 143 SHEETS STA. 38+00 TO STA. 48+00

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|---|---------|--------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | 143 | 29 |
| CONTRACT NO. | | | | |
| AIP No. 3-17-0112-810 ILLINOIS IDA No. 3CK-3807 | | | | |

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| PROFILE | REVIEWED | BY | DATE |
| NOTE BOOK | GRADES CHECKED | | |
| | STRUCTURE NOTATION GRVD | | |



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|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 874.97 | 874.93 | 876.42 | 875.87 | 877.67 | 876.15 | 877.27 | 875.78 | 883.24 | 875.21 | 880.62 | 874.64 | 875.02 | 874.06 | 868.09 | 873.49 | 862.80 | 872.92 | 862.12 | 872.34 | 862.10 | 871.77 | 862.51 | 871.20 | 862.76 | 870.62 | 862.40 | 870.05 | 861.42 | 869.48 | 860.78 | 868.90 | 860.30 | 868.34 | 860.16 | 867.86 | 859.94 | 867.50 | 857.85 | 867.19 | 854.73 | 866.89 | 852.63 | 866.58 | 852.62 | 866.28 | 852.73 | 865.98 | 852.60 | 865.68 | 851.96 | 865.49 | 851.90 | 865.50 | 851.25 | 865.71 | 851.30 | 866.12 | 851.53 | 866.73 |
| 101+00 | | 102+00 | | 103+00 | | 104+00 | | 105+00 | | 106+00 | | 107+00 | | 108+00 | | 109+00 | | 110+00 | | 111+00 | | 112+00 | | 113+00 | | 114+00 | | 115+00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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USER NAME = B1ain01219
 DESIGNED - BLB
 DRAWN - CBP
 CHECKED - LDH
 DATE - 05/21/08

REVISIED -
 REVISIED -
 REVISIED -
 REVISIED -

VILLAGE OF LAKE IN THE HILLS, ILLINOIS

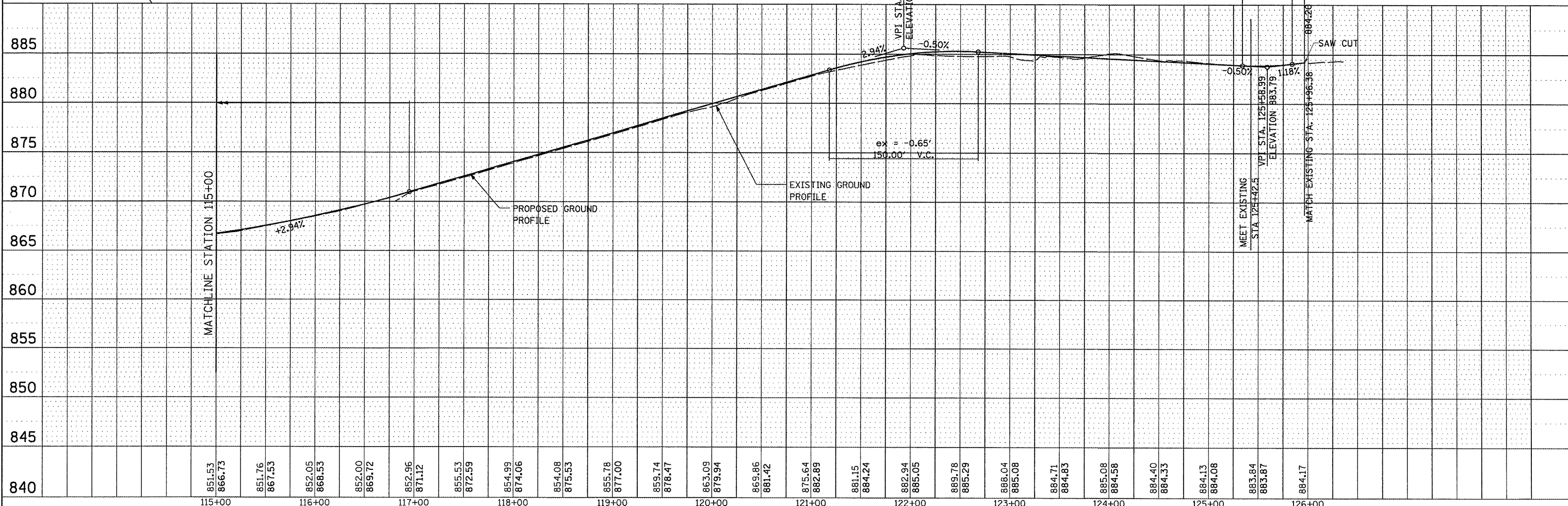
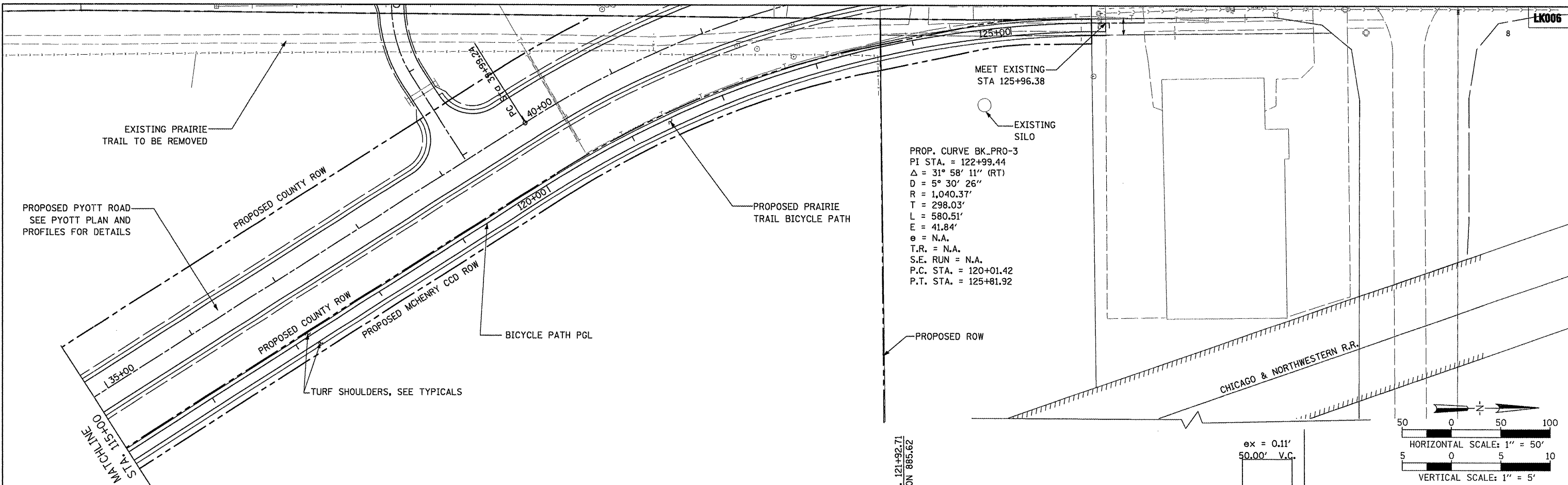
PROPOSED BICYCLE PATH PLAN AND PROFILE
 SCALE: 1"=50' SHEET NO. 30 OF 143 SHEETS STA. 100+00 TO STA. 115+00

F.A. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
 143 30
 CONTRACT NO.
 AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CR-3807

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|---------|--------------------|------|
| PROFILE | SURVEYED | DATE |
| | PLOTTED | |
| | NOTE BOOK | |
| | NO. _____ | |
| | CHECKED | |
| | BY _____ | |
| | DATE _____ | |
| | STRUCTURE NOTATION | |
| | NO. _____ | |



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| | | DATE - 05/21/08 | REVISED - |

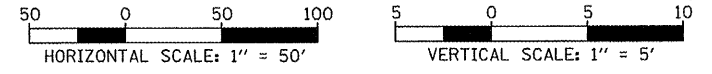
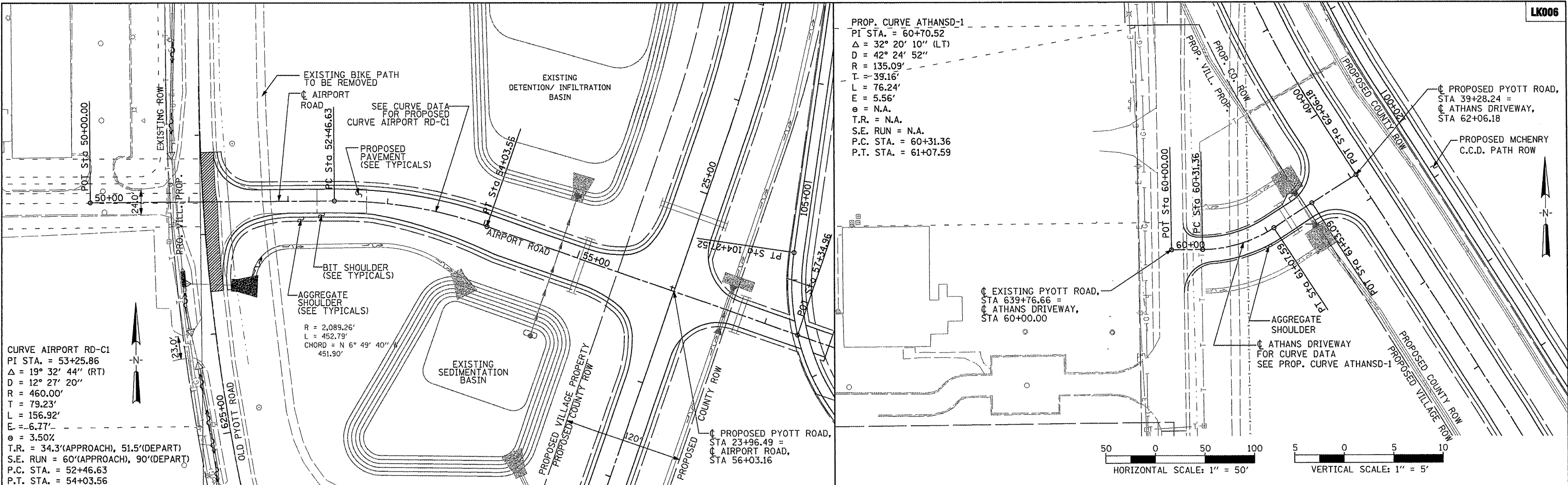
VILLAGE OF LAKE IN THE HILLS, ILLINOIS

PROPOSED BICYCLE PATH PLAN AND PROFILE

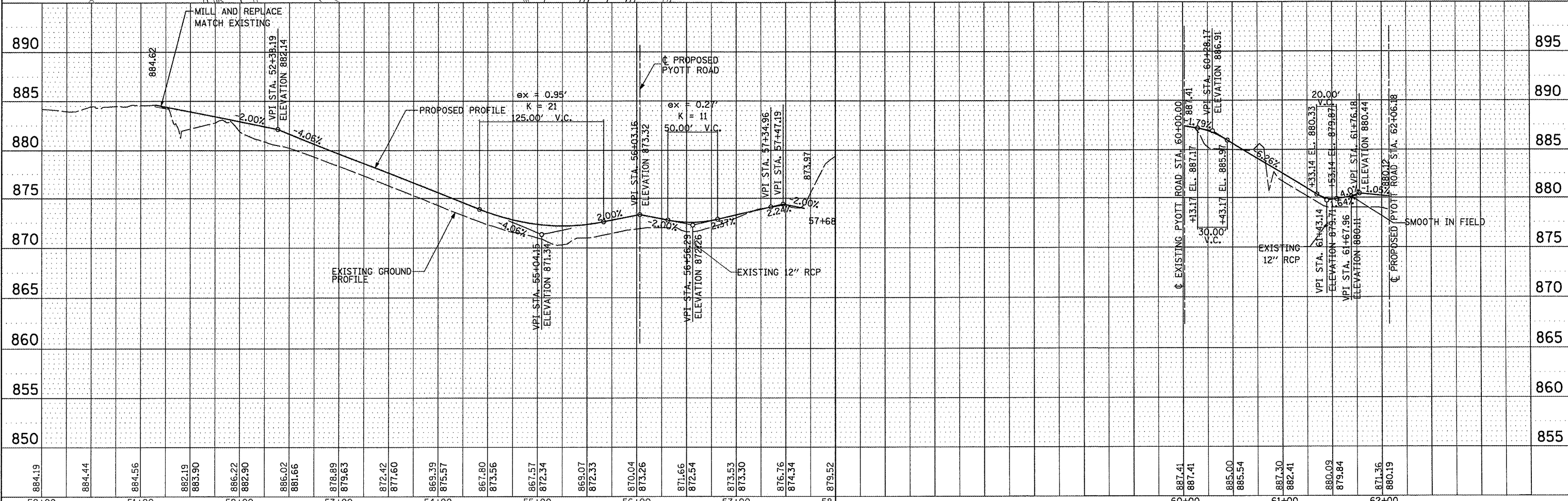
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| | | | | |
|--------------|---------|--------|---|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | 143 | 31 |
| CONTRACT NO. | | | AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | |

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|-----------|--------------------|----|------|
| PROFILE | SURVEYED | BY | DATE |
| NOTE BOOK | PLOTTED | | |
| NO. | REVISIONS | | |
| | DATE | | |
| | BY | | |
| | REASON | | |
| | STRUCTURE NOTATION | | |



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| PLOT SCALE = 100.0000' / IN. | DATE = 05/21/08 | DRAWN - CBP | REVISED - |
| PLOT DATE = 02/26/2009, 02:12 PM | | CHECKED - LDH | REVISED - |
| | | REVISIONS | |

VILLAGE OF LAKE IN THE HILLS, ILLINOIS

PROPOSED AIRPORT ROAD AND ATHANS DRIVEWAY ACCESS PLAN AND PROFILE

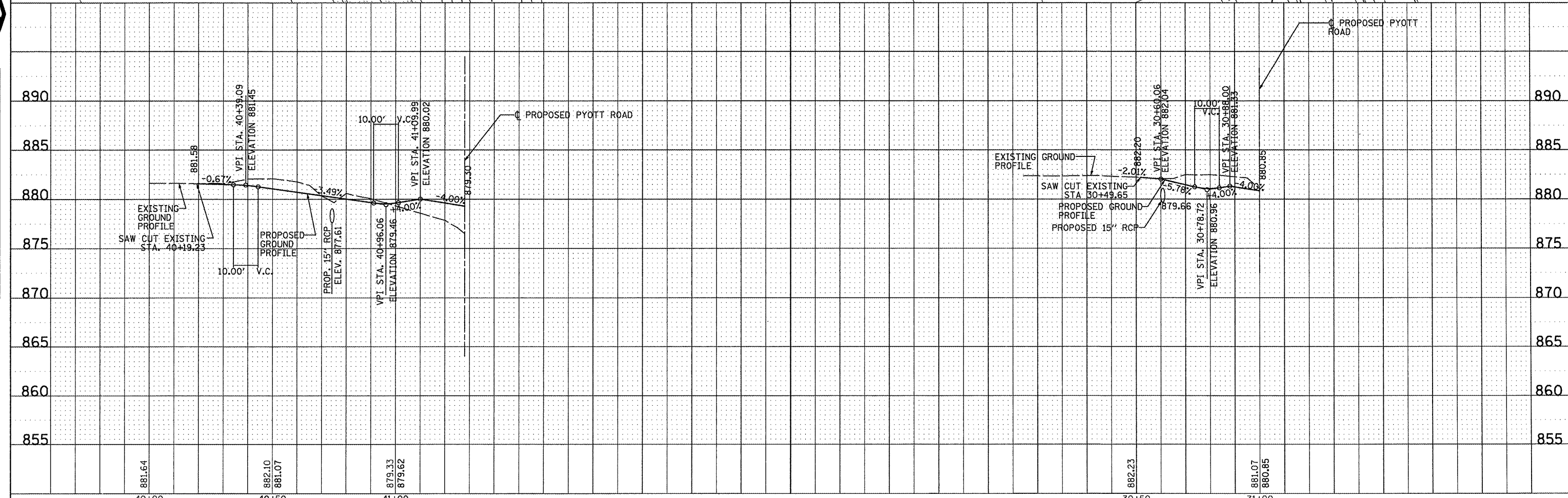
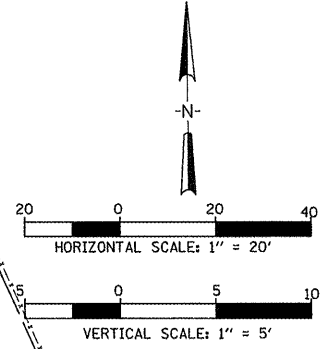
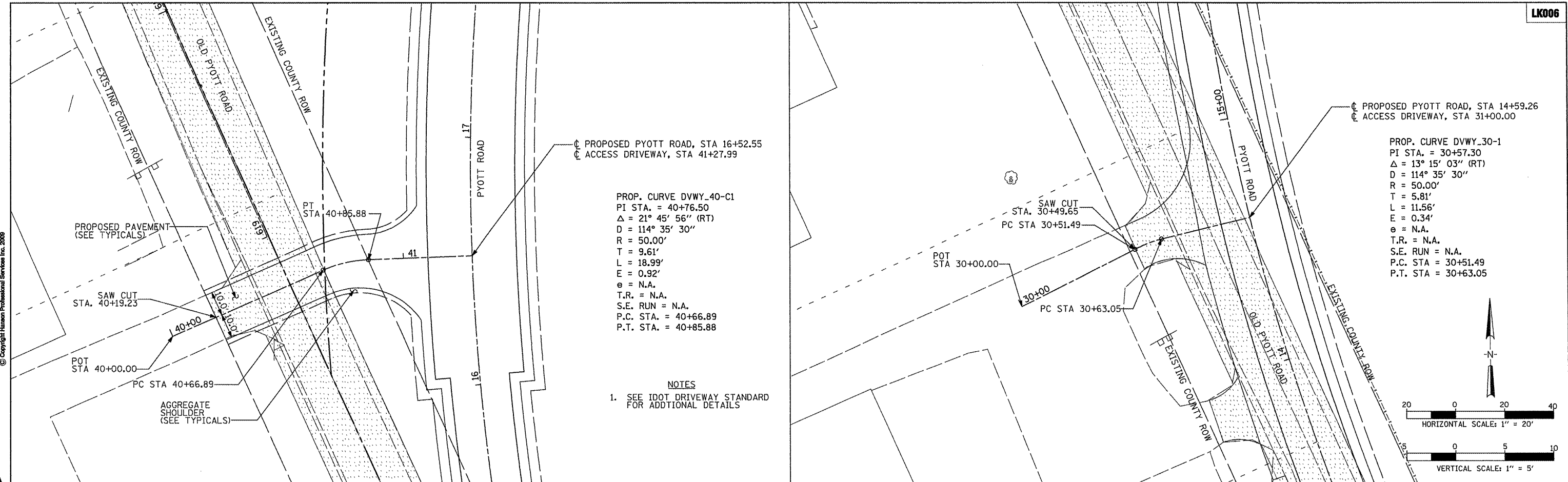
SCALE: 1"=50' SHEET NO. 32 OF 143 SHEETS STA. TO STA.

| | | | | |
|--|---------|--------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | 143 | 32 |
| CONTRACT NO. AIP No. 3-17-0112-B10 ILLINOIS IDA No. 3CK-3807 | | | | |

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|------------------|----|------|
| PROFILE SURVEYED | BY | DATE |
| NOTE BOOK | | |
| NO. | | |



| | | | |
|---|------------------------|-----------------|-----------|
| FILE NAME = | USER NAME = B1a1n01219 | DESIGNED - BLB | REVISED - |
| \\05jobs\02041\0568021\civil part b\sheet\VC-7PP-PR10.sht | | DRAWN - CBP | REVISED - |
| | | CHECKED - LDH | REVISED - |
| | | DATE - 05/21/08 | REVISED - |

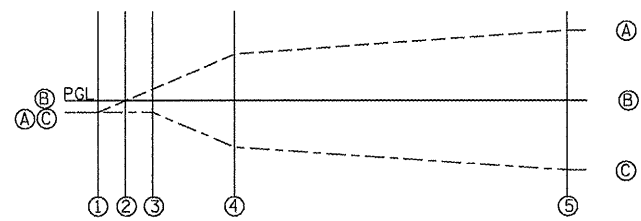
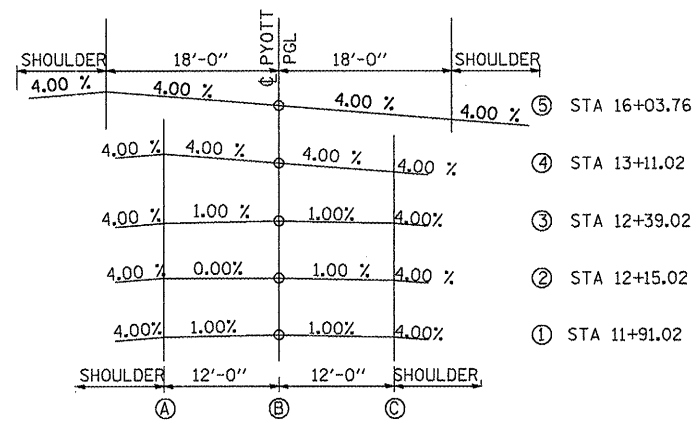
**VILLAGE OF
LAKE IN THE HILLS, ILLINOIS**

DRIVEWAY PLAN AND PROFILES

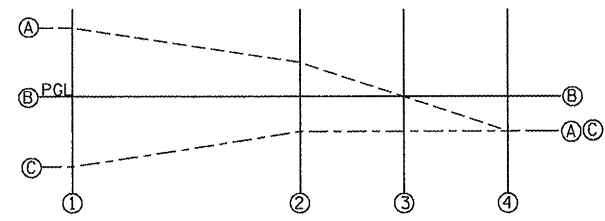
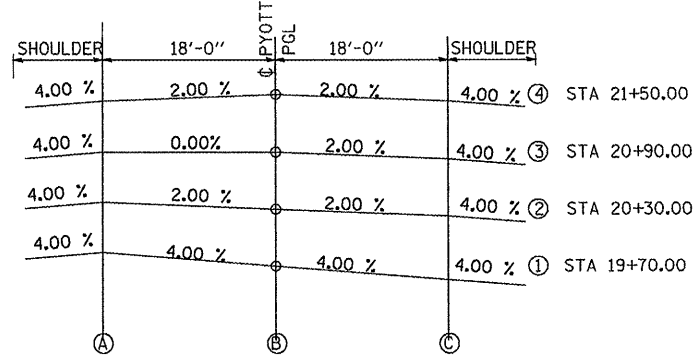
| | | | | |
|---|---------|--------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | 143 | 33 |
| CONTRACT NO. | | | | |
| AIP NO. 3-17-0112-810 ILLINOIS IDA NO. 3CK-3807 | | | | |

SCALE: 1" = 20' SHEET NO. 33 OF 143 SHEETS STA. TO STA.

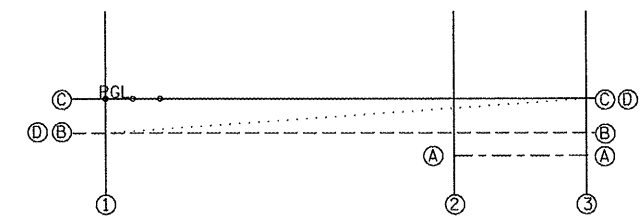
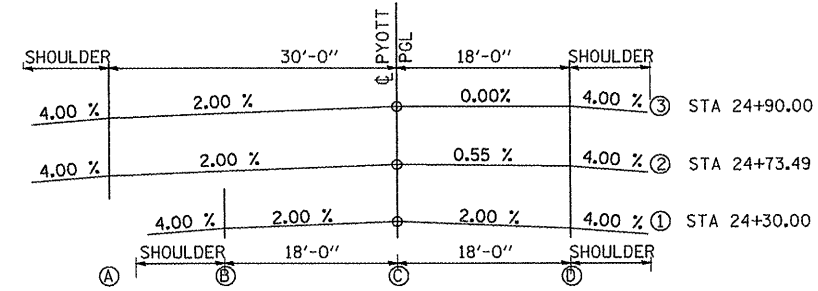
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| SECTION | OFFSET FROM PGL ELEVATION (ft) | | |
|----------------|--------------------------------|------|-------|
| | A | B | C |
| ① STA 11+91.02 | -0.12 | 0.00 | -0.12 |
| ② STA 12+15.02 | 0.00 | 0.00 | -0.12 |
| ③ STA 12+39.02 | 0.12 | 0.00 | -0.12 |
| ④ STA 13+11.02 | 0.48 | 0.00 | -0.48 |
| ⑤ STA 16+03.76 | 0.72 | 0.00 | -0.72 |

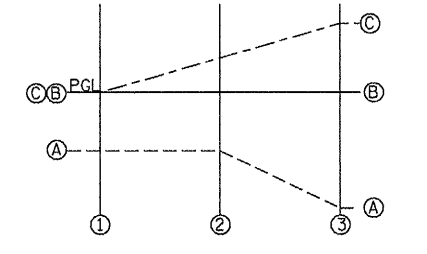
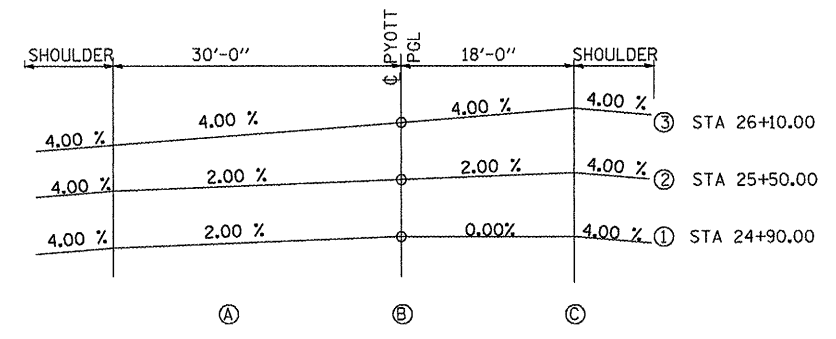


| SECTION | OFFSET FROM PGL ELEVATION (ft) | | |
|----------------|--------------------------------|------|-------|
| | A | B | C |
| ① STA 19+03.76 | 0.72 | 0.00 | -0.72 |
| ② STA 20+30 | 0.36 | 0.00 | -0.36 |
| ③ STA 20+90 | 0.00 | 0.00 | -0.36 |
| ④ STA 21+50 | -0.36 | 0.00 | -0.36 |

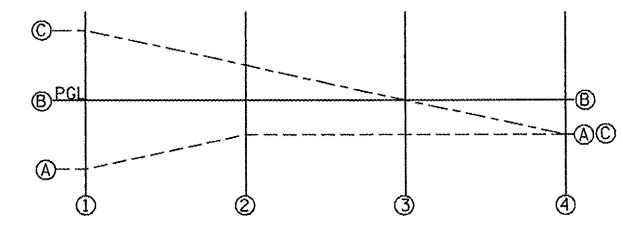
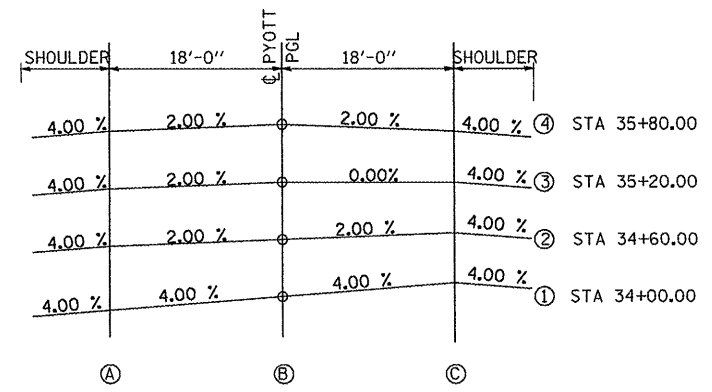


| SECTION | OFFSET FROM PGL ELEVATION (ft) | | | |
|----------------|--------------------------------|-------|------|-------|
| | A | B | C | D |
| ① STA 24+30 | -0.36 | -0.36 | 0.00 | -0.36 |
| ② STA 24+73.49 | -0.6 | -0.36 | 0.00 | -0.10 |
| ③ STA 24+90 | -0.6 | -0.36 | 0.00 | 0.00 |

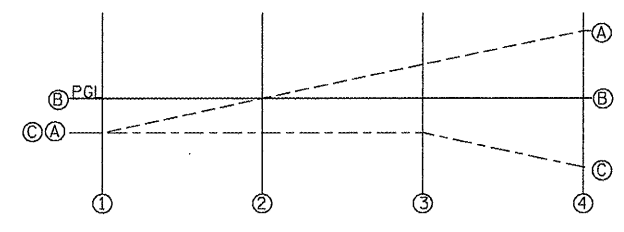
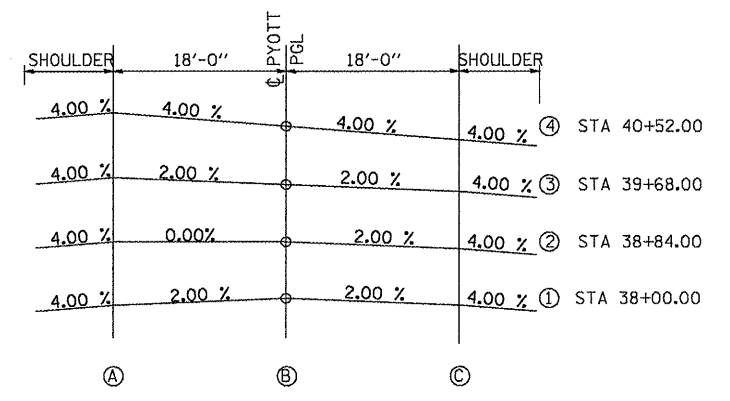
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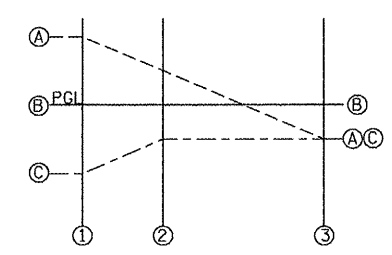
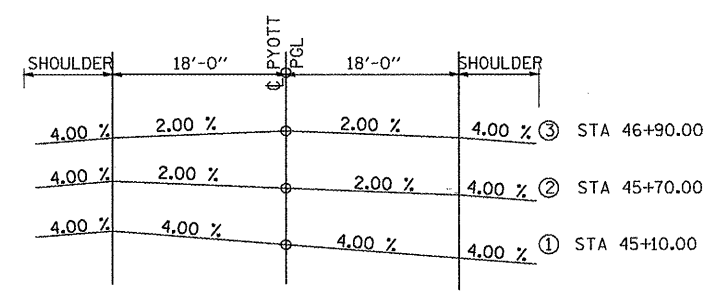
| SECTION | OFFSET FROM PGL ELEVATION (ft) | | |
|-------------|--------------------------------|------|------|
| | A | B | C |
| ① STA 24+90 | -0.60 | 0.00 | 0.00 |
| ② STA 25+50 | -0.60 | 0.00 | 0.36 |
| ③ STA 26+10 | -1.20 | 0.00 | 0.72 |



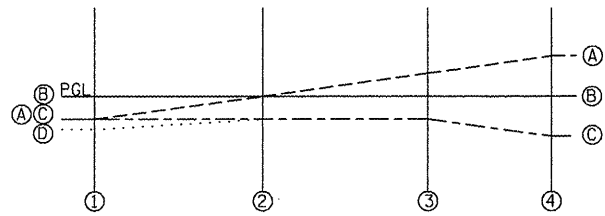
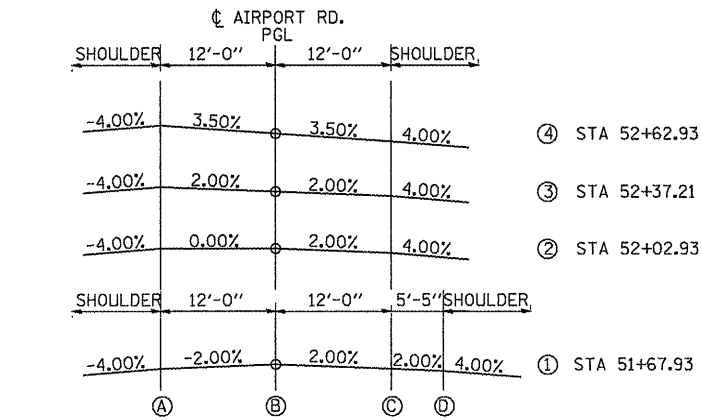
| SECTION | OFFSET FROM PGL ELEVATION (ft) | | |
|-------------|--------------------------------|------|-------|
| | A | B | C |
| ① STA 34+00 | -0.72 | 0.00 | 0.72 |
| ② STA 34+60 | -0.36 | 0.00 | 0.36 |
| ③ STA 35+20 | -0.36 | 0.00 | 0.00 |
| ④ STA 35+80 | -0.36 | 0.00 | -0.36 |



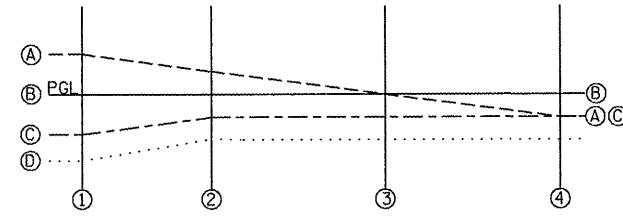
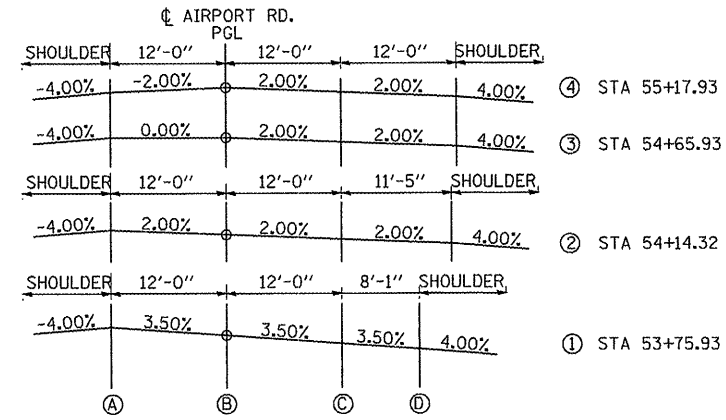
| SECTION | OFFSET FROM PGL ELEVATION (ft) | | |
|-------------|--------------------------------|------|-------|
| | A | B | C |
| ① STA 38+00 | -0.36 | 0.00 | -0.36 |
| ② STA 38+84 | 0.00 | 0.00 | -0.36 |
| ③ STA 39+68 | 0.36 | 0.00 | -0.36 |
| ④ STA 40+52 | 0.72 | 0.00 | -0.72 |



| SECTION | OFFSET FROM PGL ELEVATION (ft) | | |
|-------------|--------------------------------|------|-------|
| | A | B | C |
| ① STA 45+10 | 0.72 | 0.00 | -0.72 |
| ② STA 45+70 | 0.36 | 0.00 | -0.36 |
| ③ STA 46+90 | -0.36 | 0.00 | -0.36 |

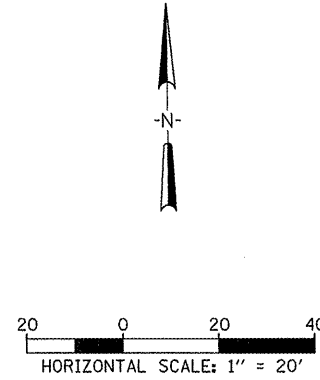
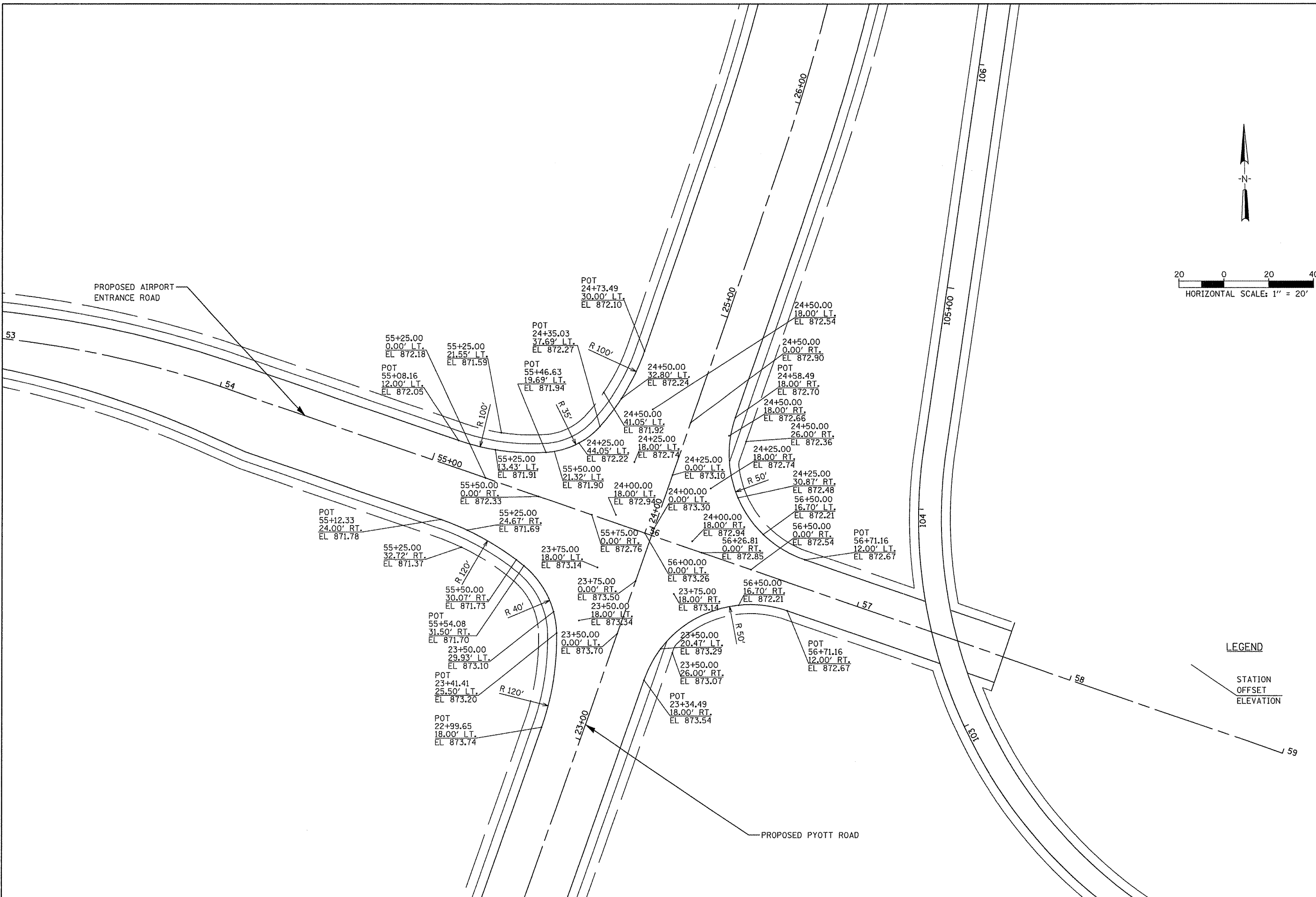


| SECTION | OFFSET FROM PGL ELEVATION (ft) | | | |
|----------------|--------------------------------|------|-------|-------|
| | A | B | C | D |
| ① STA 51+67.93 | -0.24 | 0.00 | -0.24 | -0.35 |
| ② STA 52+02.93 | 0.00 | 0.00 | -0.24 | -0.24 |
| ③ STA 52+37.21 | 0.24 | 0.00 | -0.24 | - |
| ④ STA 52+62.93 | 0.42 | 0.00 | -0.42 | - |



| SECTION | OFFSET FROM PGL ELEVATION (ft) | | | |
|----------------|--------------------------------|------|-------|-------|
| | A | B | C | D |
| ① STA 53+75.93 | 0.42 | 0.00 | -0.42 | -0.70 |
| ② STA 54+14.32 | 0.24 | 0.00 | -0.24 | -0.47 |
| ③ STA 54+65.93 | 0.00 | 0.00 | -0.24 | -0.48 |
| ④ STA 55+17.93 | -0.24 | 0.00 | -0.24 | -0.48 |

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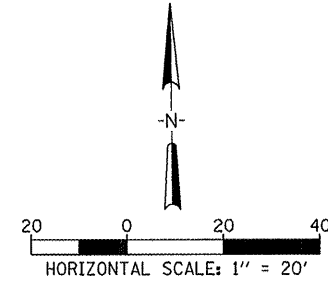


LEGEND

STATION
OFFSET
ELEVATION

| | | | | | | | | |
|--|----------------------------------|-----------------|-----------|---|--|---------|--------------|-----------|
| FILE NAME = | USER NAME = B1e1n01219 | DESIGNED - LDH | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | PROPOSED PYOTT INTERSECTION PLAN AND ELEVATION DETAIL | COUNTY | TOTAL SHEETS | SHEET NO. |
| it\05\jobs\00841\05b021\civil part b\shere\CAC-INTGRD1.sht | PLOT SCALE = 39.9999' / IN. | DRAWN - BLB | REVISED - | | | MCHENRY | 143 | 37 |
| | PLOT DATE = 02/25/2009, 11:44 AM | CHECKED - BLB | REVISED - | | | | | |
| | | DATE - 05/21/08 | REVISED - | | | | | |

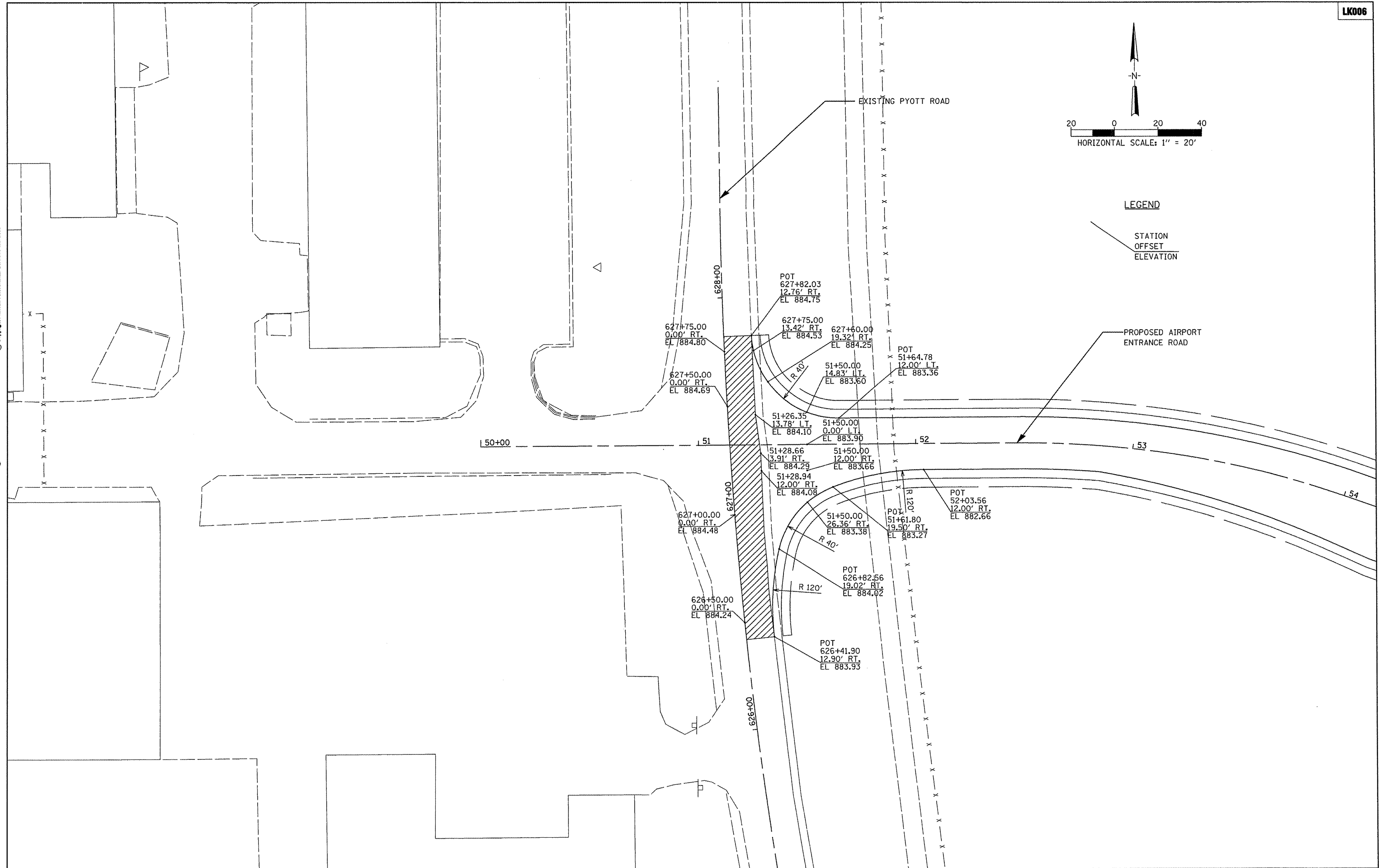
SCALE: 1"=20'



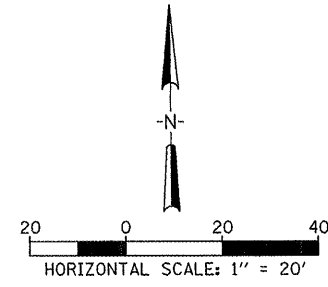
LEGEND

STATION
OFFSET
ELEVATION

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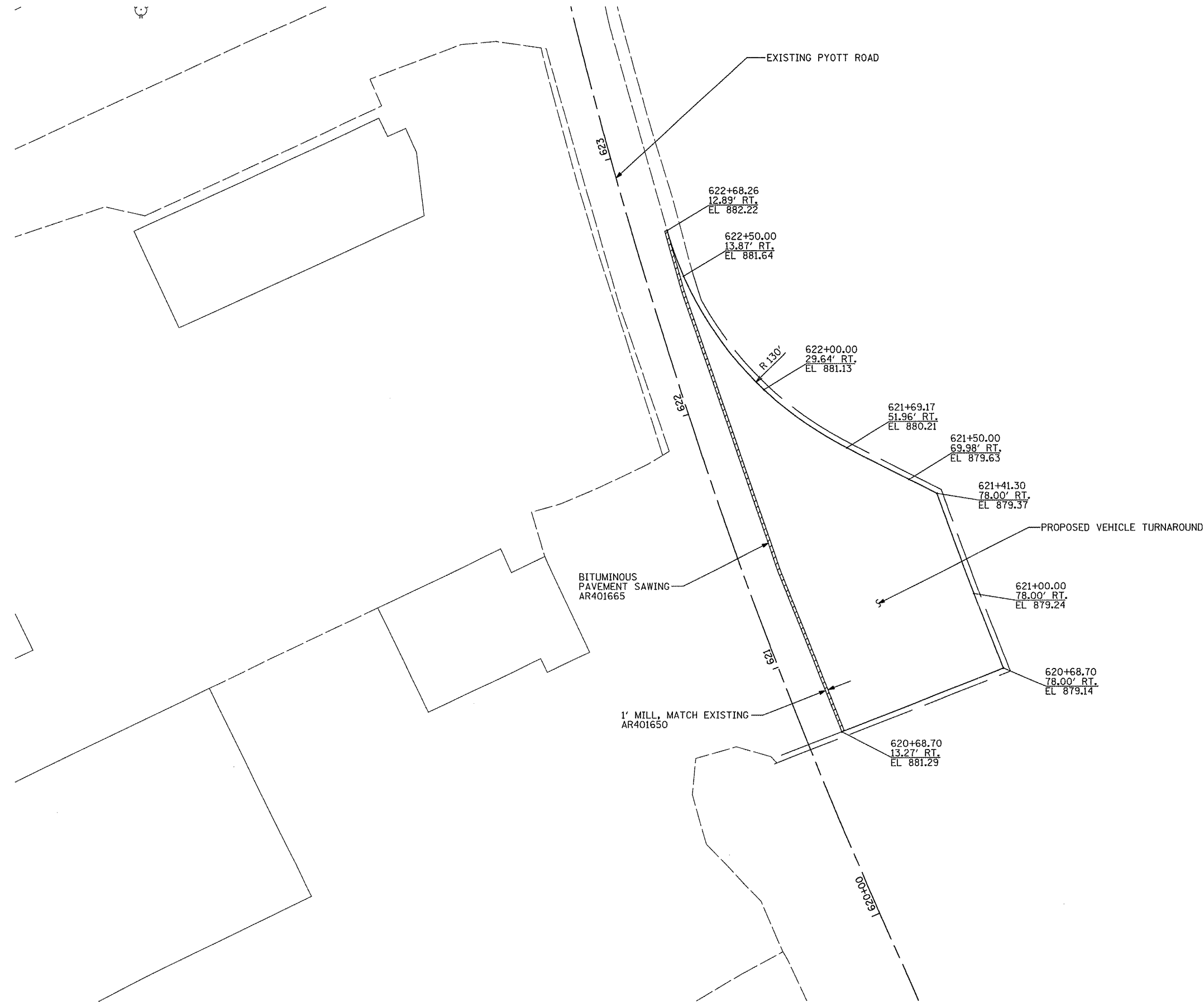


| | | | | | | | | |
|--|--------------------------|----------------|---|---|---|--------|--------------|-----------|
| FILE NAME = | USER NAME = Blair01219 | DESIGNED - LDH | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | EXISTING PYOTT AND AIRPORT ROAD INTERSECTION PLAN AND ELEVATION DETAIL | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1:\05\jobs\02841\05b8021\civil part b\sheet\VC-INTGRD2.SHT | DRAWN - BLB | REVISED - | MCHENRY | | | 143 | 38 | |
| PLOT SCALE = 39.9999 "/ IN. | CHECKED - BLB | REVISED - | AIP NO. 3-17-0112-810 ILLINOIS IDA NO. 3CK-3807 | | | | | |
| PLOT DATE = 02/25/2009, 11:44 AM | DATE - 10/27/2008 | REVISED - | | | | | | |



LEGEND

— STATION
— OFFSET
— ELEVATION



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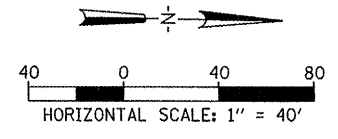
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|--|----------------------------------|-----------------|-----------|
| FILE NAME = | USER NAME = B1a1n01219 | DESIGNED - LDH | REVISED - |
| \\05\jobs\00841\05b0021\civil part b\shereda\C-TURNGRD.SHT | | DRAWN - CBP | REVISED - |
| | PLOT SCALE = 39.9999' / IN. | CHECKED - BLB | REVISED - |
| | PLOT DATE = 02/25/2009, 11:45 AM | DATE - 05/21/08 | REVISED - |

**VILLAGE OF
LAKE IN THE HILLS, ILLINOIS**

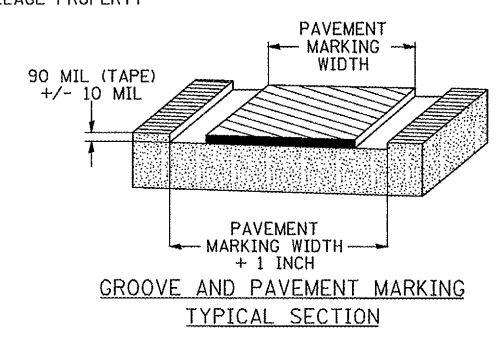
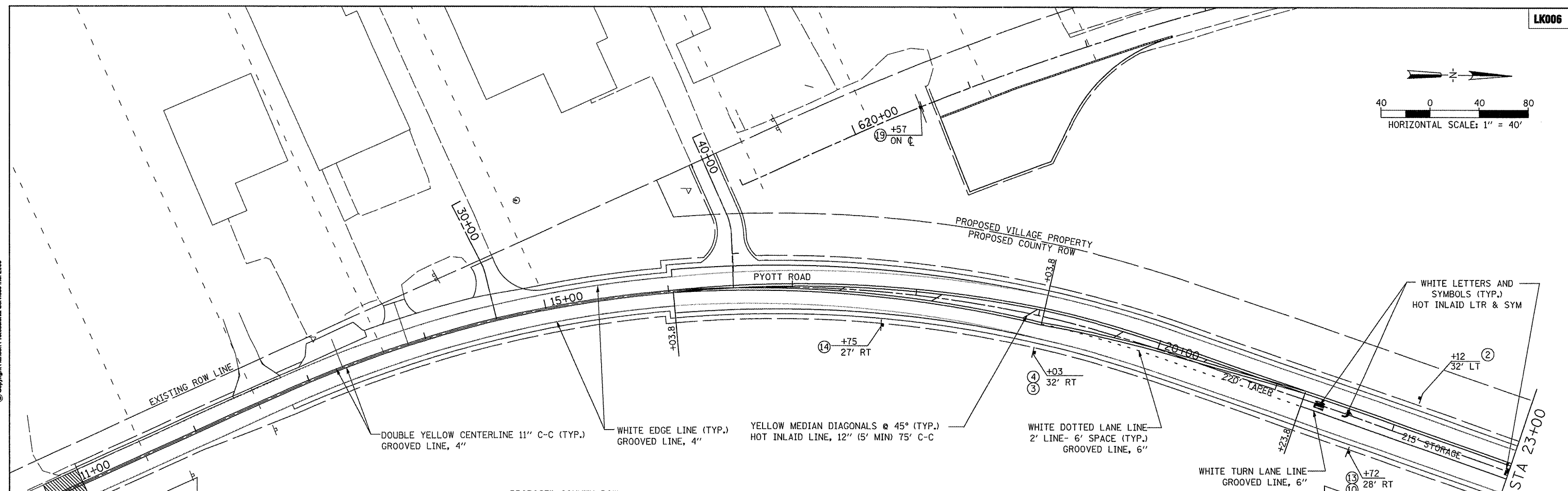
**PROPOSED VEHICLE TURNAROUND
PLAN AND ELEVATION DETAIL**

SCALE: 1"=20'

| | | |
|---|--------------|-----------|
| COUNTY | TOTAL SHEETS | SHEET NO. |
| MCHENRY | 143 | 39 |
| AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | |

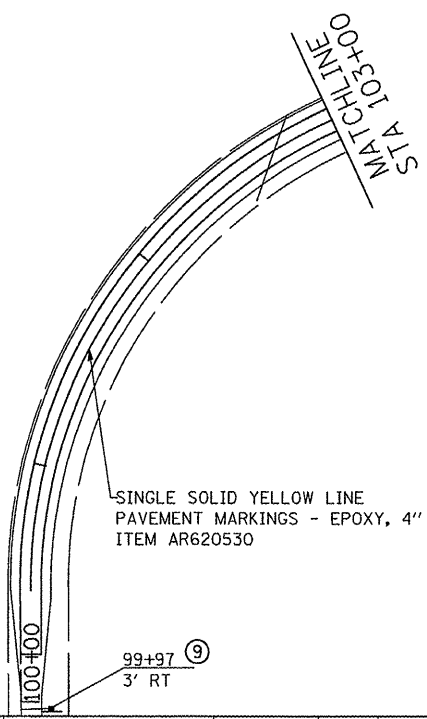
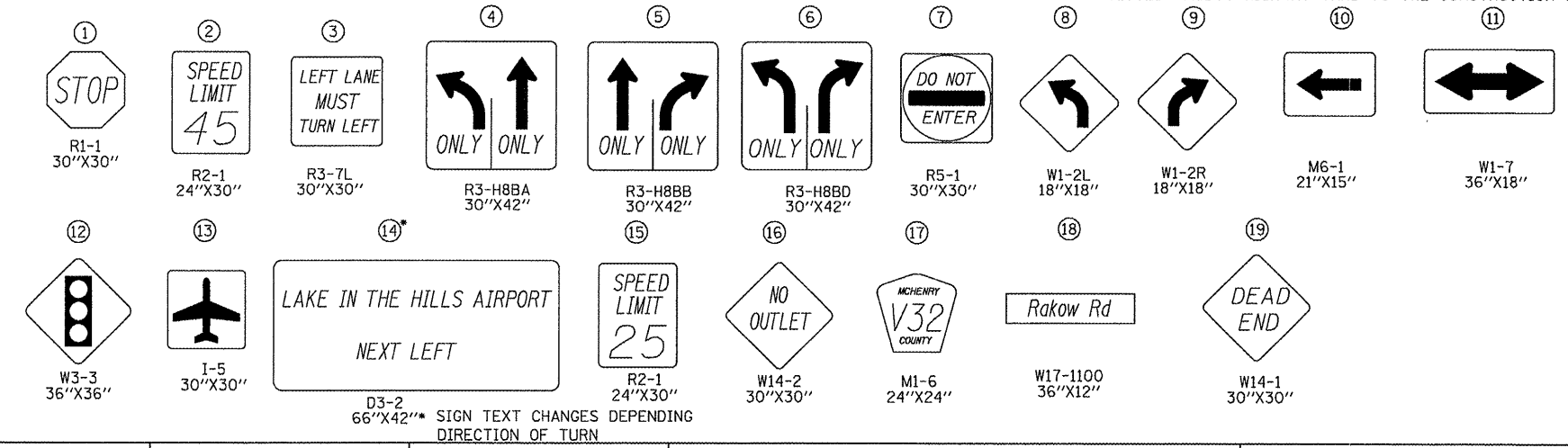


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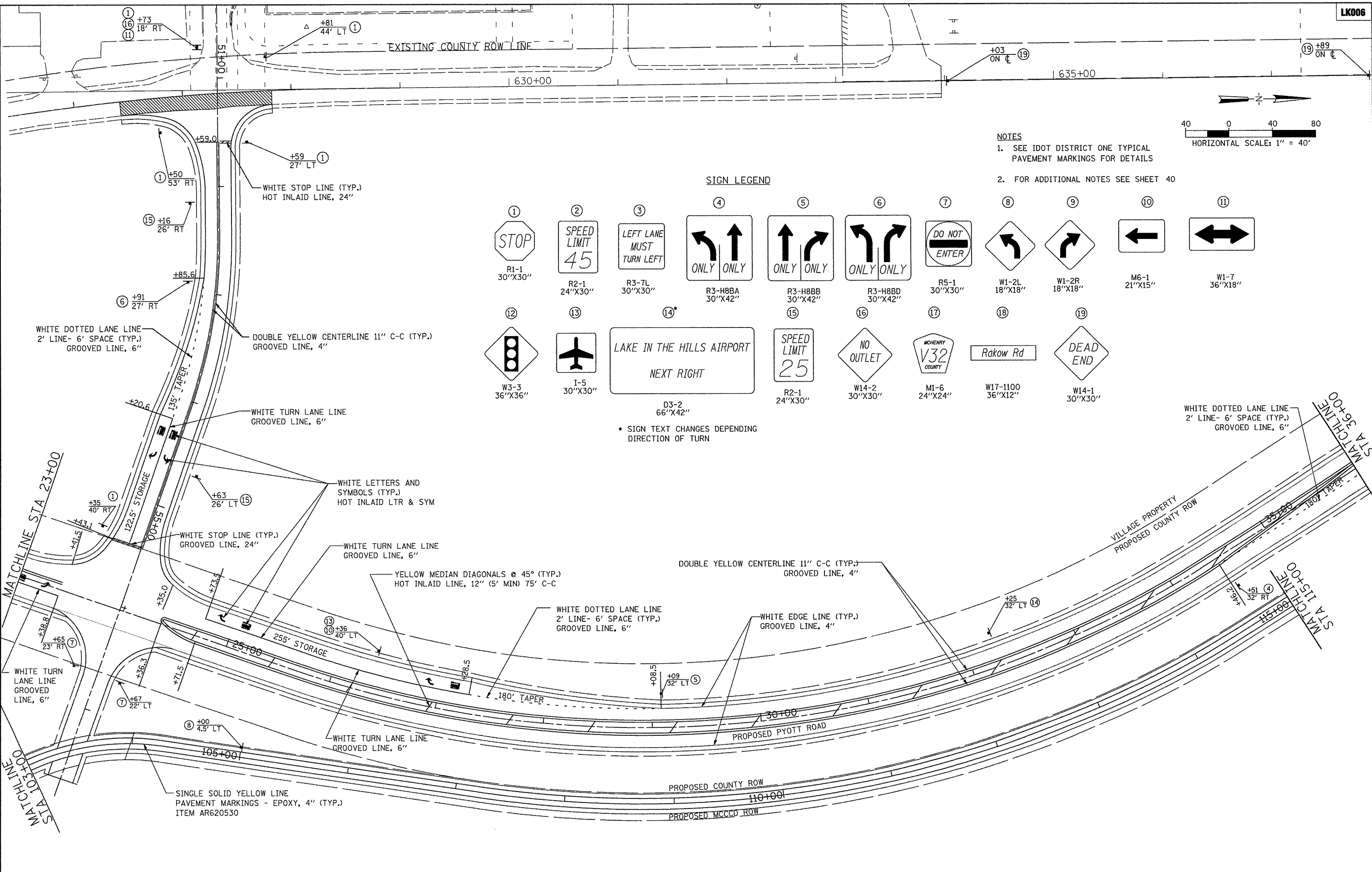
- NOTES**
- SEE IDOT DISTRICT ONE TYPICAL PAVEMENT MARKINGS FOR DETAILS.
 - ALL PAVEMENT MARKINGS SHALL BE 3M STAMARK HIGH PERFORMANCE PAVEMENT TAPE INSTALLED IN BOTH GROOVED (L380WR-ES) AND HOT INLAID (L380IES) FASHION. ALL MARKINGS, WHETHER GROOVED OR INLAID, SHALL BE PER MANUFACTURER'S REQUIREMENTS. ALL MARKINGS SHALL BE WIDTH, COLOR, AND TYPE AS NOTED ON PLANS. STOP BARS, LETTERS, SYMBOLS, DIAGONLS AND CHEVRONS SHALL BE HOT INLAID (L380IES). LANE LINES, EDGE LINES AND SKIP DASH LINES SHALL BE GROOVED (L380WR-ES).
 - DIMENSIONS AND LOCATIONS SHOWN FOR PAVEMENT MARKINGS ARE APPROXIMATE. EXACT DIMENSIONS AND LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.
 - CENTERLINE STRIPE ON BIKE PATH IS EPOXY.
 - EXISTING SIGNS TO BE REMOVED AT THE DIRECTION OF THE RESIDENT ENGINEER AFTER COMPLETION OF STAGE IV. EACH SIGN UNIT WILL BE COUNTED AS ONE REGARDLESS OF THE NUMBER OF SIGNS INCLUDED IN THAT UNIT. ALL SIGNS ARE TO BE RETURNED TO THE CLOSEST MCDOT HIGHWAY YARD TO THE CONSTRUCTION SITE.

SIGN LEGEND



| | | | | | | | | |
|---|------------------------|----------------|---|---|--|--------|--------------|-----------|
| FILE NAME = I:\05Jobs\08841\058802\Civil Part B\Sheets\C-7PMK-PRL.sht | USER NAME = Blain01219 | DESIGNED - DSY | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | PROPOSED PYOTT ROAD PAVEMENT MARKING AND SIGNING PLAN | COUNTY | TOTAL SHEETS | SHEET NO. |
| PLOT SCALE = 80.0000' / IN. | DRAWN - DSY | REVISED - | MCHENRY | | | 143 | 40 | |
| PLOT DATE = 02/26/2009, 11:05 AM | CHECKED - BLB | REVISED - | AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | | | | |
| DATE - 05/21/08 | REVISOR - | REVISED - | | | | | | |

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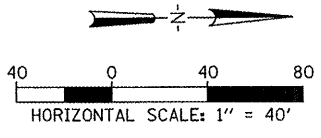


SIGN LEGEND

| | | | | | | | | | | |
|------------------------------|---|---|---|---------------------------------------|--|---|--------------------------------------|-----------------------|----------------------|----------------------|
| ① STOP R1-1 30"X30" | ② SPEED LIMIT 45 R2-1 24"X30" | ③ LEFT LANE MUST TURN LEFT R3-7L 30"X30" | ④ ONLY ONLY R3-H8BA 30"X42" | ⑤ ONLY ONLY R3-H8BB 30"X42" | ⑥ ONLY ONLY R3-H8BD 30"X42" | ⑦ DO NOT ENTER R5-1 30"X30" | ⑧ W1-2L 18"X18" | ⑨ W1-2R 18"X18" | ⑩ M6-1 21"X15" | ⑪ W1-7 36"X18" |
| ⑫ W3-3 36"X36" | ⑬ I-5 30"X30" | ⑭ LAKE IN THE HILLS AIRPORT NEXT RIGHT D3-2 66"X42" | ⑮ SPEED LIMIT 25 R2-1 24"X30" | ⑯ NO OUTLET W14-2 30"X30" | ⑰ MCHENRY V32 COUNTY M1-6 24"X24" | ⑱ Rakow Rd W17-1100 36"X12" | ⑲ DEAD END W14-1 30"X30" | | | |

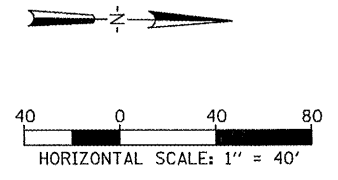
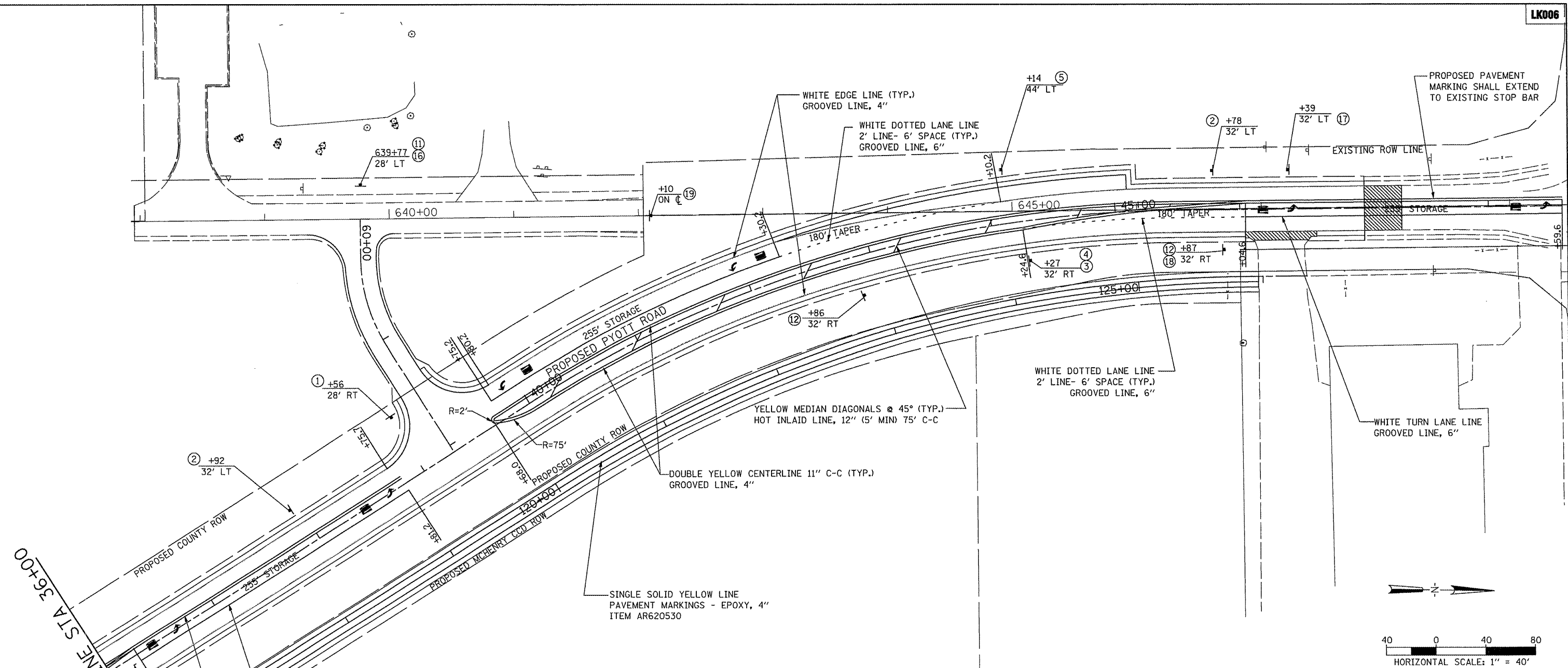
* SIGN TEXT CHANGES DEPENDING DIRECTION OF TURN

- NOTES**
- SEE IDOT DISTRICT ONE TYPICAL PAVEMENT MARKINGS FOR DETAILS
 - FOR ADDITIONAL NOTES SEE SHEET 40



| | | | | | | | | |
|---|------------------------|----------------|---|---|--|--------|--------------|-----------|
| FILE NAME = I:\05Jobs\08841\0588821\Civil Part B\Sheet\C-7PMK-PR2.mht | USER NAME = Blair01219 | DESIGNED - DSY | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | PROPOSED PYOTT ROAD PAVEMENT MARKING AND SIGNING PLAN | COUNTY | TOTAL SHEETS | SHEET NO. |
| PLOT SCALE = 80.0000' / IN. | CHECKED - BLB | REVISED - | MCHENRY | | | 143 | 41 | |
| PLOT DATE = 02/26/2009, 11:11 AM | DATE - 05/21/08 | REVISED - | AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | | | | |
| SCALE: 1"=40' | | | | | | | | |

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SIGN LEGEND

| | | | | | | | | | | |
|--------------------------|--------------------------|---------------------------|-----------------------------|-----------------------------|-----------------------------|------------------------------|---------------------------|---------------------------|--------------------------|--------------------------|
| ① R1-1 30"X30" | ② R2-1 24"X30" | ③ R3-7L 30"X30" | ④ R3-H8BA 30"X42" | ⑤ R3-H8BB 30"X42" | ⑥ R3-H8BD 30"X42" | ⑦ R5-1 30"X30" | ⑧ W1-2L 18"X18" | ⑨ W1-2R 18"X18" | ⑩ M6-1 21"X15" | ⑪ W1-7 36"X18" |
| ⑫ W3-3 36"X36" | ⑬ I-5 30"X30" | ⑭ D3-2 66"X42" | ⑮ R2-1 24"X30" | ⑯ W14-2 30"X30" | ⑰ M1-6 24"X24" | ⑱ W17-1100 36"X12" | ⑲ W14-1 30"X30" | | | |

* SIGN TEXT CHANGES DEPENDING DIRECTION OF TURN





- NOTES**
1. SEE IDOT DISTRICT ONE TYPICAL PAVEMENT MARKINGS FOR DETAILS
 2. FOR ADDITIONAL NOTES SEE SHEET 40

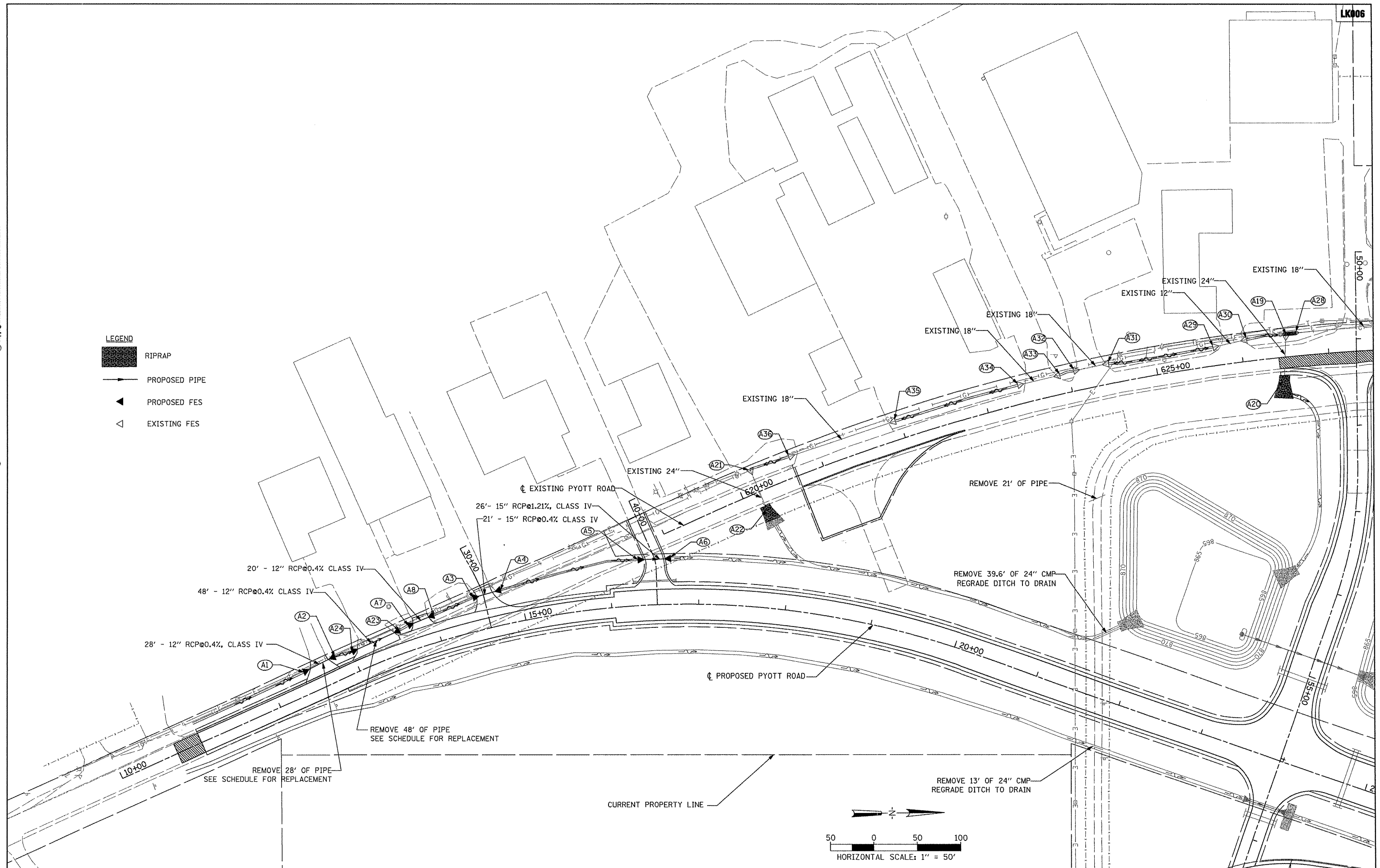
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|--|------------------------|----------------|---|---|--|--------|--------------|-----------|
| FILE NAME = I:\05Jobs\00841\0588021\Civil Part B\Sheets\C-7PMK-PR3.aht | USER NAME = B1e1n01219 | DESIGNED - DSY | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | PROPOSED PYOTT ROAD PAVEMENT MARKING AND SIGNING PLAN | COUNTY | TOTAL SHEETS | SHEET NO. |
| PLOT SCALE = 80.0000' / IN. | DRAWN - DSY | REVISED - | MCHENRY | | | 143 | 42 | |
| PLOT DATE = 02/26/2009, 11:13 AM | CHECKED - BLB | REVISED - | AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | | | | |
| DATE - 05/21/08 | REVISI | REVISED - | | | | | | |

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LEGEND

-  RIPRAP
-  PROPOSED PIPE
-  PROPOSED FES
-  EXISTING FES



| | | | |
|--|----------------------------------|-----------------|-----------|
| FILE NAME = | USER NAME = B10101219 | DESIGNED - SJM | REVISED - |
| \\05jobs\08041\0508021\civil part b\sheet\C-DRNL.sht | | DRAWN - SJM | REVISED - |
| | PLOT SCALE = 99.9998 "/ IN. | CHECKED - BLB | REVISED - |
| | PLOT DATE = 02/25/2009, 11:42 AM | DATE - 05/21/08 | REVISED - |

**VILLAGE OF
LAKE IN THE HILLS, ILLINOIS**

PYOTT ROAD DRAINAGE PLAN





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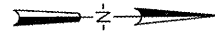
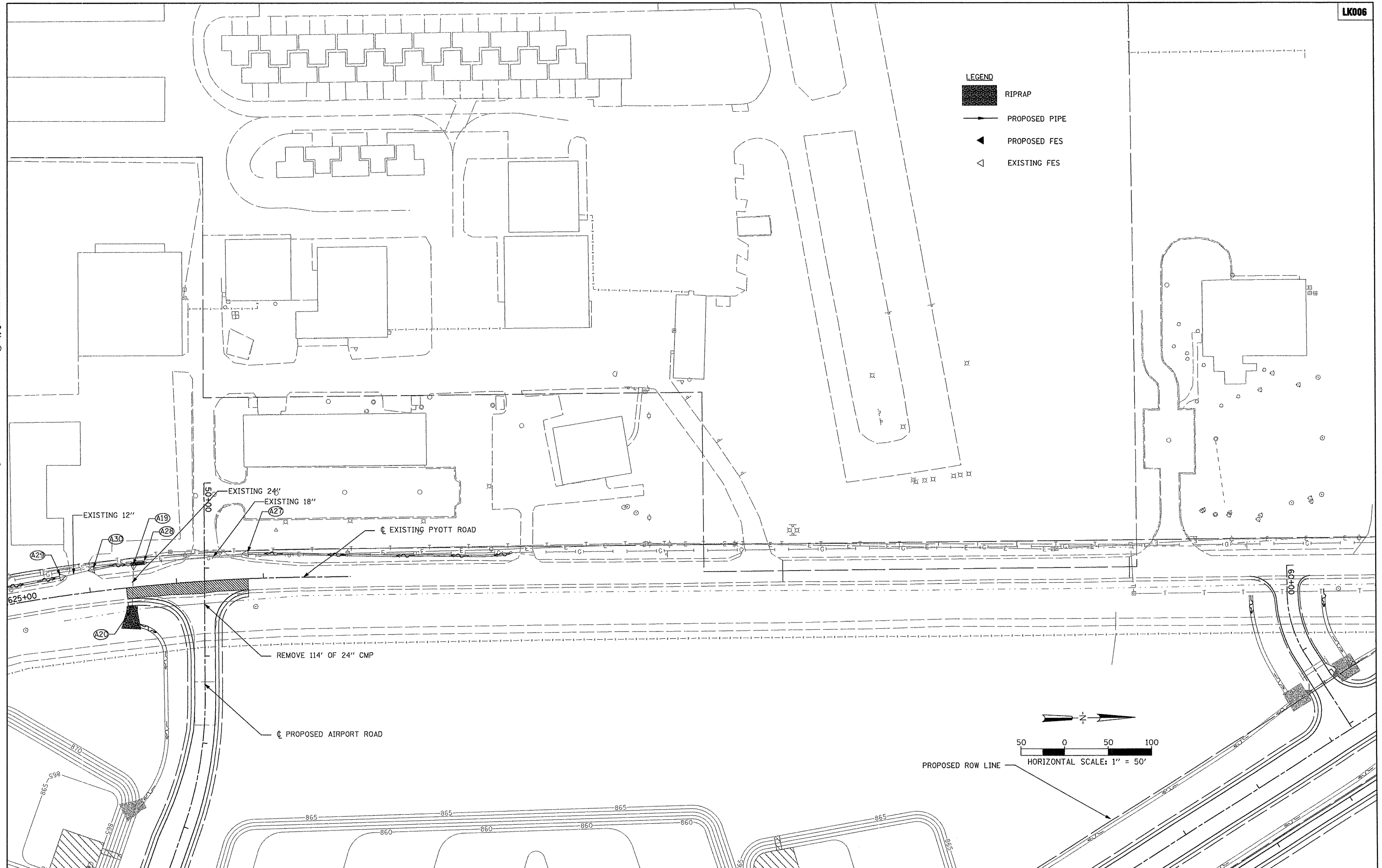
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| COUNTY | TOTAL SHEETS | SHEET NO. |
| MCHENRY | 143 | 43 |

AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807

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- LEGEND**
-  RIPRAP
 -  PROPOSED PIPE
 -  PROPOSED FES
 -  EXISTING FES

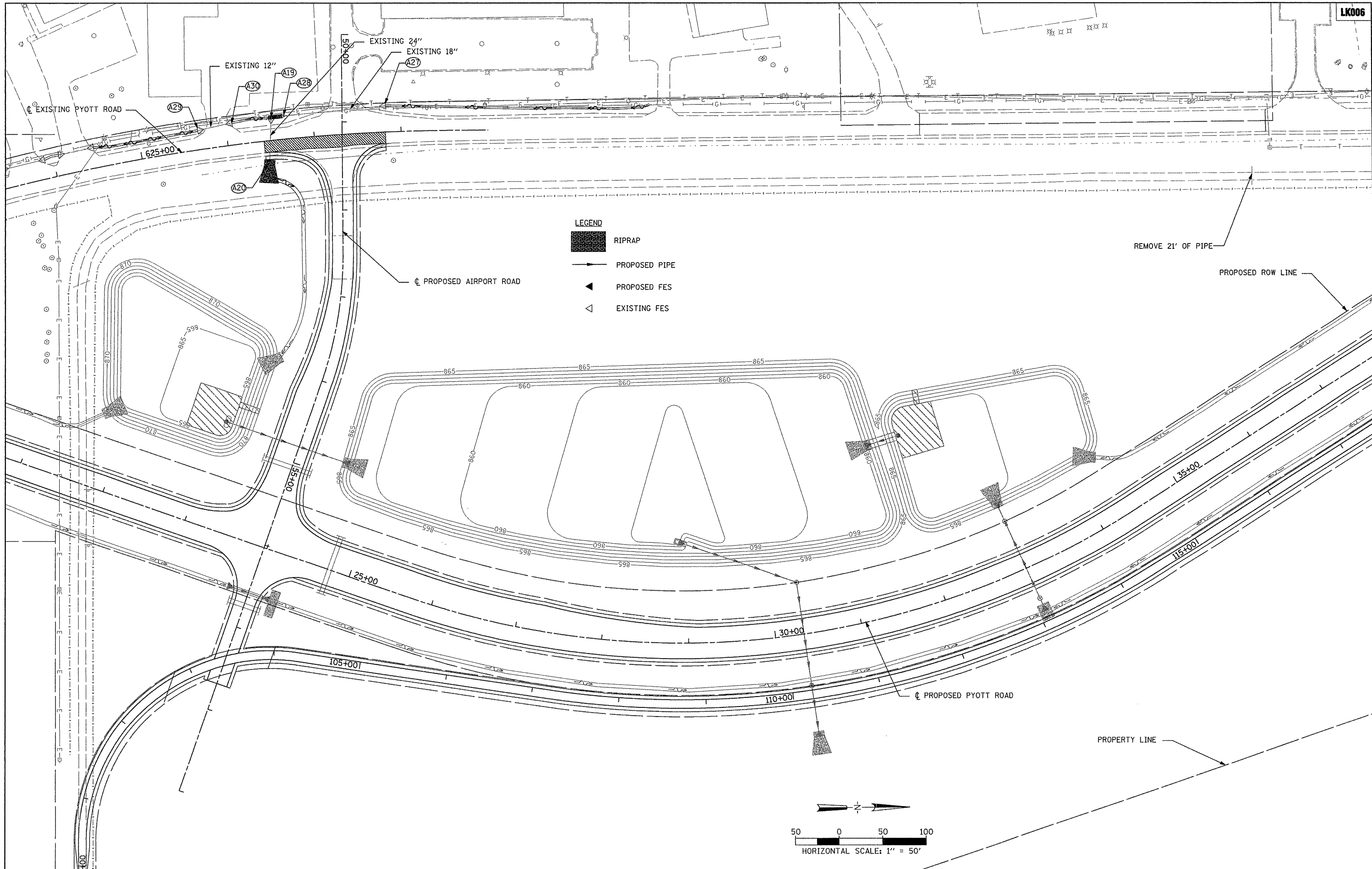


50 0 50 100
HORIZONTAL SCALE: 1" = 50'





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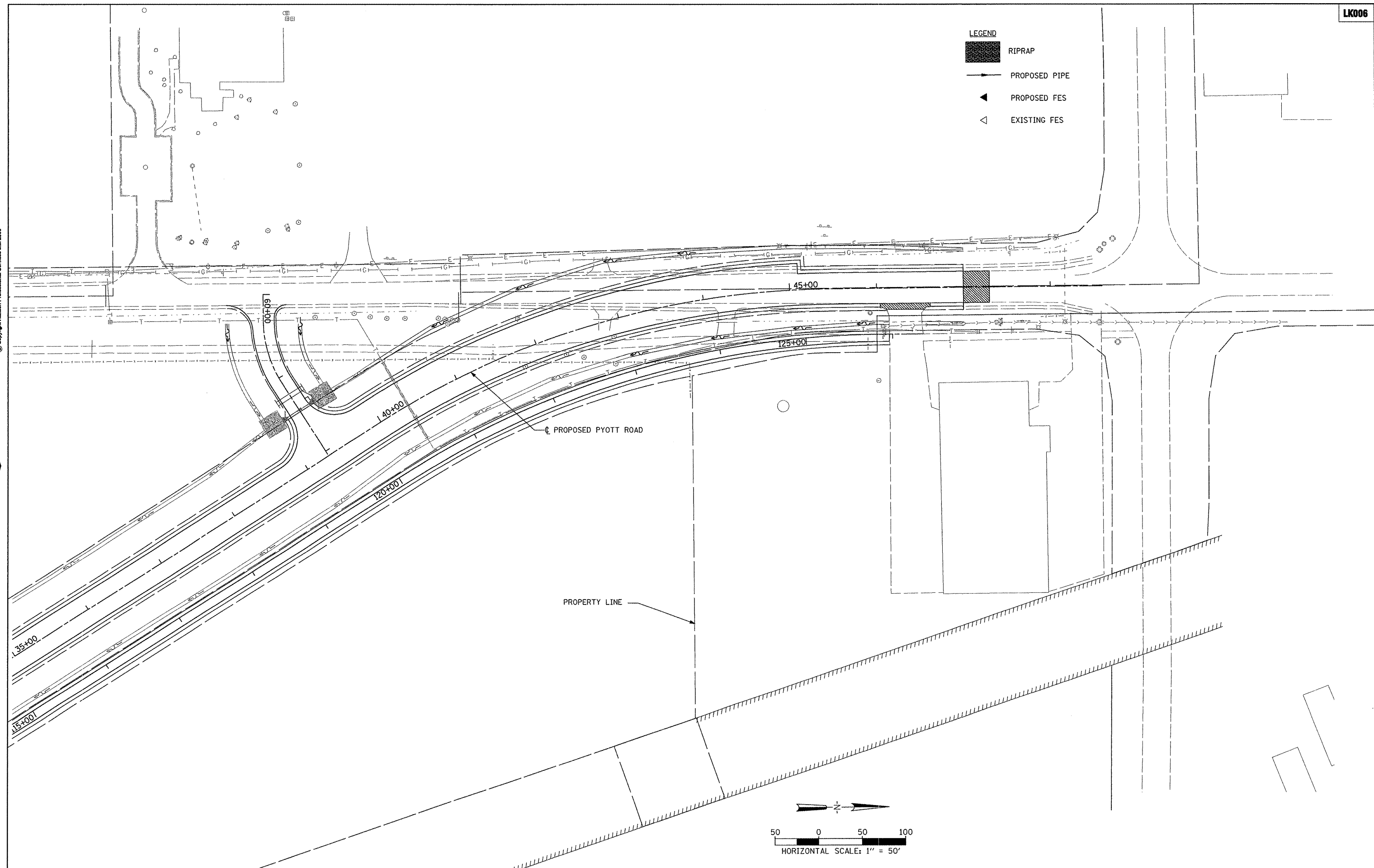
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| FILE NAME = | USER NAME = B1ein01219 | DESIGNED - SJM | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | PYOTT ROAD DRAINAGE PLAN | COUNTY | TOTAL SHEETS | SHEET NO. |
| \\05jobs\02041\05b021\civil part b\sheet\C-DRN2.aht | PLOT SCALE = 99.9998' / IN. | DRAWN - SJM | REVISED - | | | MCHENRY | 143 | 44 |
| PLOT DATE = 02/25/2009, 11:42 AM | DATE - 05/21/08 | CHECKED - BLB | REVISED - | | | AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | |
| | | SCALE: 1"=50' | | | | | | |

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| | | | | | | | | |
|---|----------------------------|----------------|-----------|---|---------------------------------|---|--------------|-----------|
| FILE NAME = | USER NAME = B1a1n01219 | DESIGNED - SJM | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | PYOTT ROAD DRAINAGE PLAN | COUNTY | TOTAL SHEETS | SHEET NO. |
| \\05jobs\00841\05b021\civil part b\sheet\C-DRN3.sht | PLOT SCALE = 99.9998 / IN. | DRAWN - SJM | REVISED - | | | MCHENRY | 143 | 45 |
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| | | SCALE: 1"=50' | | | | | | |

- LEGEND**
-  RIPRAP
 -  PROPOSED PIPE
 -  PROPOSED FES
 -  EXISTING FES



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| | | | |
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| | | CHECKED - BLB | REVISED - |
| | | DATE - 05/21/08 | REVISED - |

**VILLAGE OF
LAKE IN THE HILLS, ILLINOIS**

PYOTT ROAD DRAINAGE PLAN

SCALE: 1"=50'

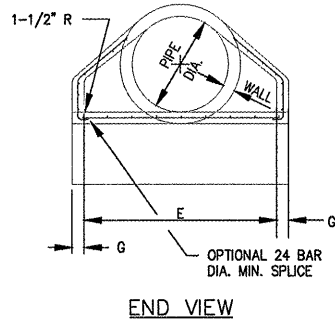
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| COUNTY | TOTAL SHEETS | SHEET NO. |
| MCHENRY | 143 | 46 |
| AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CX-3807 | | |

| PIPE DIA. | WALL | A | B | C | D | E | G | R | SLOPE |
|-----------|--------|-----------|------------|------------|-----------|-------|--------|---------|-------|
| 12" | 2" | 4" | 2'-0" | 4'-0 7/8" | 6'-0 7/8" | 2'-0" | 2" | 9" | 1:2.4 |
| 15" | 2 1/4" | 6" | 2'-3" | 3'-10" | 6'-1" | 2'-6" | 2 1/4" | 11" | 1:2.4 |
| 18" | 2 1/2" | 9" | 2'-3" | 3'-10" | 6'-1" | 3'-0" | 2 1/2" | 12" | 1:2.4 |
| 21" | 2 3/4" | 9" | 2'-11" | 3'-2" | 6'-1" | 3'-6" | 2 3/4" | 13" | 1:2.4 |
| 24" | 3" | 9 1/2" | 3'-7 1/2" | 2'-6" | 6'-1 1/2" | 4'-0" | 3" | 14" | 1:2.5 |
| 27" | 3 1/4" | 10 1/2" | 4'-0" | 2'-1 1/2" | 6'-1 1/2" | 4'-6" | 3 1/4" | 14 1/2" | 1:2.4 |
| 30" | 3 1/2" | 1'-0" | 4'-6" | 1'-7 3/4" | 6'-1 3/4" | 5'-0" | 3 1/2" | 15" | 1:2.5 |
| 33" | 3 3/4" | 1'-1 1/2" | 4'-10 1/2" | 3'-3 1/4" | 8'-1 3/4" | 5'-6" | 3 3/4" | 17 1/2" | 1:2.5 |
| 36" | 4" | 1'-3" | 5'-3" | 2'-10 3/4" | 8'-1 3/4" | 6'-0" | 4" | 20" | 1:2.5 |
| 42" | 4 1/2" | 1'-9" | 5'-3" | 2'-11" | 8'-2" | 6'-6" | 4 1/2" | 22" | 1:2.5 |
| 48" | 5" | 2'-0" | 6'-0" | 2'-2" | 8'-2" | 7'-0" | 5" | 22" | 1:2.5 |
| 54" | 5 1/2" | 2'-3" | 5'-5" | 2'-11" | 8'-4" | 7'-6" | 5 1/2" | 24" | 1:2.0 |

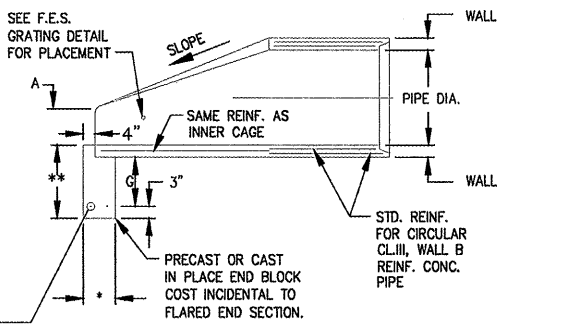
NOTES

- GRATING SHALL BE PAID FOR UNDER ITEM AR752518.
- THE END BLOCK SHALL BE PLACED PRIOR TO THE INSTALLATION OF THE FLARED END SECTION. THE END BLOCK SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 502.10 OF IDOT SPECIFICATIONS, WITH COST INCIDENTAL TO FLARED END SECTION.
- PRECAST CONCRETE FLARED END SECTIONS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M-170 CLASS III, WALL B REINFORCED CONCRETE PIPE.

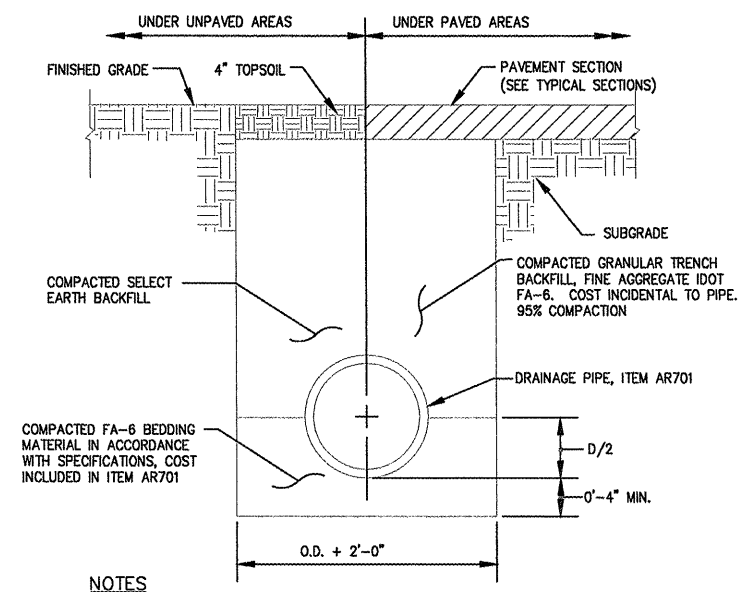
- * 8" - 36" DIA. PIPE OR LESS
- 10" - GREATER THAN 36" DIA. PIPE
- ** 18" - 36" DIA. PIPE OR LESS
- 24" - GREATER THAN 36" DIA. PIPE



PRECAST CONCRETE FLARED END SECTION
(IDOT STANDARD 542301-01)



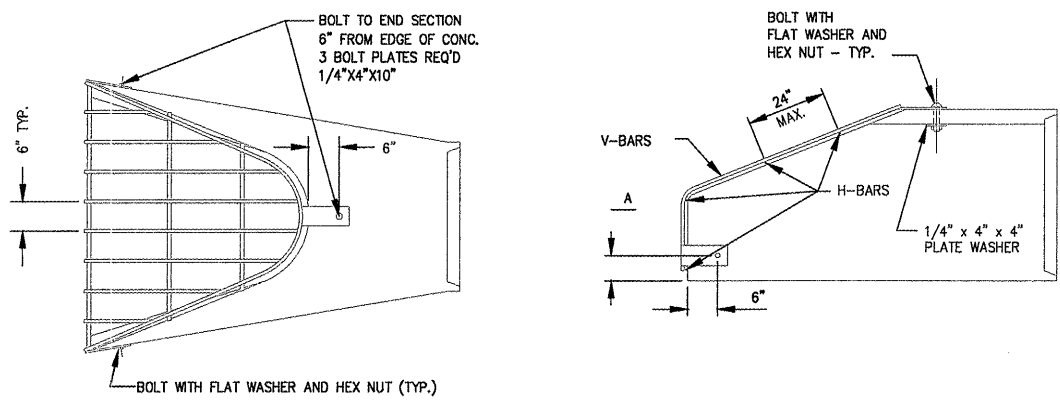
SECTION A-A



NOTES

- UNSUITABLE MATERIAL ENCOUNTERED DURING PLACEMENT OF BEDDING SHALL BE REMOVED AND REPLACED.
- WITHIN 3 FEET OF FUTURE PAVED AREA OR GRAVEL SHOULDERS, GRANULAR BACKFILL IS TO BE USED INSTEAD OF EARTH BACKFILL.

PIPE TRENCH



GRATING FOR FLARED END SECTION

| DIA. INCHES | V-BAR SIZE | H-BAR SIZE | No. OF H-BARS REQ'D. | BOLT DIA. "A" DIM. | |
|--------------------|------------|-------------|----------------------|--------------------|-------|
| | | | | INCHES | |
| 12 | 1/2" | 5/8" | 3 | 1/2 | 4 |
| 15 | 1/2" | 5/8" | 3 | 1/2 | 4 1/2 |
| 18 | 1/2" | 5/8" | 4 | 1/2 | 4 1/2 |
| 21 | 1/2" | 5/8" | 4 | 1/2 | 5 |
| 24 | 5/8" | 3/4" | 4 | 1/2 | 5 |
| 27 | 5/8" | 3/4" | 4 | 1/2 | 5 1/2 |
| 30 | 5/8" | 3/4" | 4 | 1/2 | 5 1/2 |
| 36 | 3/4" | 1" | 4 | 3/4 | 8 |
| 42 | 3/4" | 1" | 4 | 3/4 | 8 |
| 48 | 3/4" | 1" | 5 | 3/4 | 8 |
| 54 | 3/4" | 1-1/2" PIPE | 5 | 3/4 | 8 |
| 24 X 38 ELLIPTICAL | 3/4" | 1" | 5 | 3/4 | 8 |

NOTES

- BARs AND PLATES ARE HOT ROLLED STEEL.
- BARs, PLATES, PIPE AND BOLTS ARE GALVANIZED.

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STORMSEWER SCHEDULE:

| Structure | Station | Offset | Type | Diameter | Rim El. | Invert El. | Pay Length | Size | Slope % |
|-----------|----------|--------|------|----------|---------|------------|------------|------|---------|
| A1 | 12+40.38 | 25.40 | LT | FES | 12 | N/A | S 880.55 | | |
| | | | | | | | 28.0 | 12.0 | 0.40 |
| A2 | 12+80.02 | 26.67 | RT | FES | 12 | N/A | N 880.39 | | |
| A3 | 14+47.21 | 36.55 | LT | FES | 15 | N/A | S 879.71 | | |
| | | | | | | | 21.0 | 15.0 | 0.40 |
| A4 | 14+74.67 | 39.12 | LT | FES | 15 | N/A | N 879.58 | | |
| A5 | 16+33.07 | 53.84 | LT | FES | 15 | N/A | S 877.84 | | |
| | | | | | | | 25.9 | 15.0 | 1.21 |
| A6 | 16+68.93 | 53.91 | LT | FES | 15 | N/A | N 877.38 | | |
| A7 | 13+69.48 | 29.16 | LT | FES | 12 | N/A | S 880.03 | | |
| | | | | | | | 20.0 | 12.0 | 0.40 |
| A8 | 14+00 | 31.63 | LT | FES | 12 | N/A | N 879.90 | | |
| A23 | 13+58.39 | 26.98 | LT | FES | 12 | N/A | N 880.07 | | |
| | | | | | | | 48.0 | 12.0 | 0.40 |
| A24 | 13+00.00 | 23.67 | LT | FES | 12 | N/A | S 880.31 | | |

| Structure | Station | Offset | Type | Diameter | Rim El. | Invert El. | Existing Length | Size | Slope % |
|-----------|-----------|--------|------|----------|---------|--------------|-----------------|-------|---------|
| A19 | 626+52.73 | 26.02 | RT | FES | 24 | N/A | W 879.76 | | |
| | | | | | | Field Verify | Existing | 54.0 | 24.0 |
| A20 | 626+45.37 | 27.50 | RT | FES | 24 | N/A | E 878.54 | | |
| | | | | | | Field Verify | Existing | | |
| A21 | 620+20.34 | 28.34 | LT | FES | 24 | N/A | W 876.94 | | |
| | | | | | | Field Verify | Existing | 51.5 | 24.0 |
| A22 | 620+20.56 | 23.33 | RT | FES | 24 | N/A | E 876.50 | | |
| | | | | | | Field Verify | Existing | | |
| A27 | 627+83.35 | 30.23 | LT | FES | 18 | N/A | N 881.65 | | |
| | | | | | | Field Verify | Existing | 120.3 | 18.0 |
| A28 | 626+64.74 | 26.50 | LT | FES | 18 | N/A | S 880.91 | | |
| | | | | | | Field Verify | Existing | | |
| A29 | 625+67.69 | 21.36 | LT | FES | 12 | N/A | S 882.80 | | |
| | | | | | | Field Verify | Existing | 40.0 | 12.0 |
| A30 | 626+07.12 | 25.11 | LT | FES | 12 | N/A | N 882.27 | | |
| | | | | | | Field Verify | Existing | | |
| A31 | 624+47.11 | 23.38 | LT | FES | 18 | N/A | N 882.27 | | |
| | | | | | | Field Verify | Existing | 40.9 | 18.0 |
| A32 | 624+06.66 | 23.30 | LT | FES | 18 | N/A | S 881.87 | | |
| | | | | | | Field Verify | Existing | | |
| A33 | 623+89.78 | 21.92 | LT | FES | 18 | N/A | N 881.34 | | |
| | | | | | | Field Verify | Existing | 49.6 | 18.0 |
| A34 | 623+40.73 | 21.93 | LT | FES | 18 | N/A | S 880.95 | | |
| | | | | | | Field Verify | Existing | | |
| A35 | 621+94.88 | 21.85 | LT | FES | 18 | N/A | N 880.17 | | |
| | | | | | | Field Verify | Existing | 129.4 | 18.0 |
| A36 | 620+66.93 | 24.70 | LT | FES | 18 | N/A | S 878.45 | | |
| | | | | | | Field Verify | Existing | | |

NOTES:

- EXISTING PIPES SHALL BE CLEANED, ADJUSTED, OR REPAIRED AS NEEDED. THIS WILL BE INCIDENTAL TO THE CONTRACT.
- SEE DETAILS FOR ADDITIONAL FLARED END SECTION INFORMATION.
- STATIONING AND OFFSETS BASED ON ALIGNMENTS SHOWN. ENGINEER WILL PROVIDE BENCHMARKS WITH STATION, OFFSET, AND ELEVATION FOR THE CONTRACTORS USE.

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 Oak Brook, Illinois 60521
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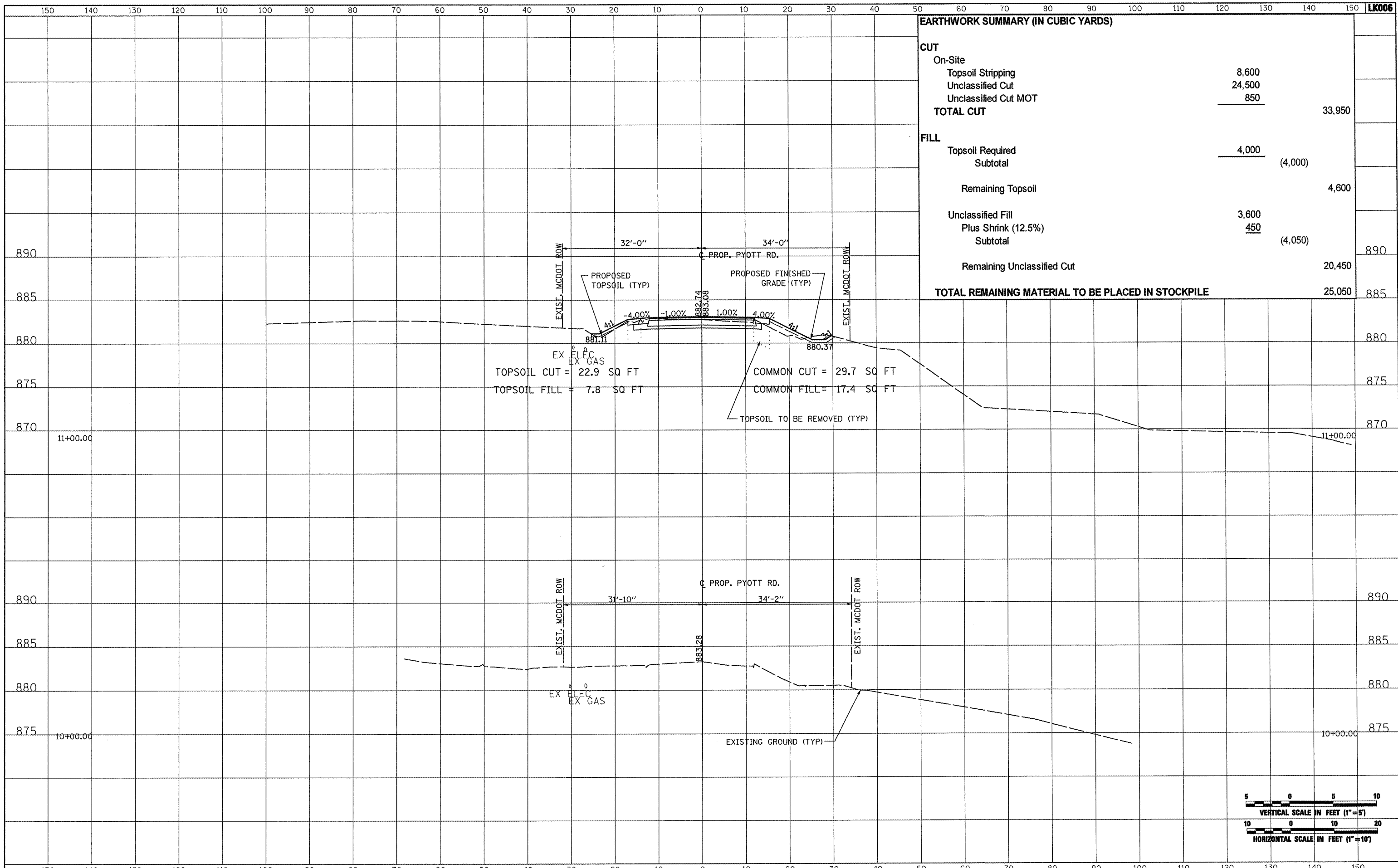


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| PLOT SCALE = 2.0000' / IN. | CHECKED - BLB | REVISED - | AIP NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | | | | |
| PLOT DATE = 02/25/2009, 11:43 AM | DATE - 05/21/08 | REVISED - | | | | | | |

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 NO. _____
 AREAS CHECKED _____

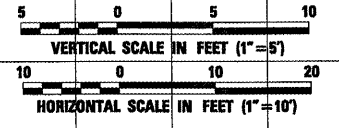


DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 NO. _____
 AREAS CHECKED _____



| EARTHWORK SUMMARY (IN CUBIC YARDS) | | |
|---|--------|---------------|
| CUT | | |
| On-Site | | |
| Topsoil Stripping | 8,600 | |
| Unclassified Cut | 24,500 | |
| Unclassified Cut MOT | 850 | |
| TOTAL CUT | | 33,950 |
| FILL | | |
| Topsoil Required | 4,000 | |
| Subtotal | | (4,000) |
| Remaining Topsoil | | 4,600 |
| Unclassified Fill | 3,600 | |
| Plus Shrink (12.5%) | 450 | |
| Subtotal | | (4,050) |
| Remaining Unclassified Cut | | 20,450 |
| TOTAL REMAINING MATERIAL TO BE PLACED IN STOCKPILE | | 25,050 |

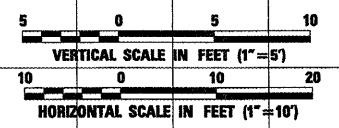
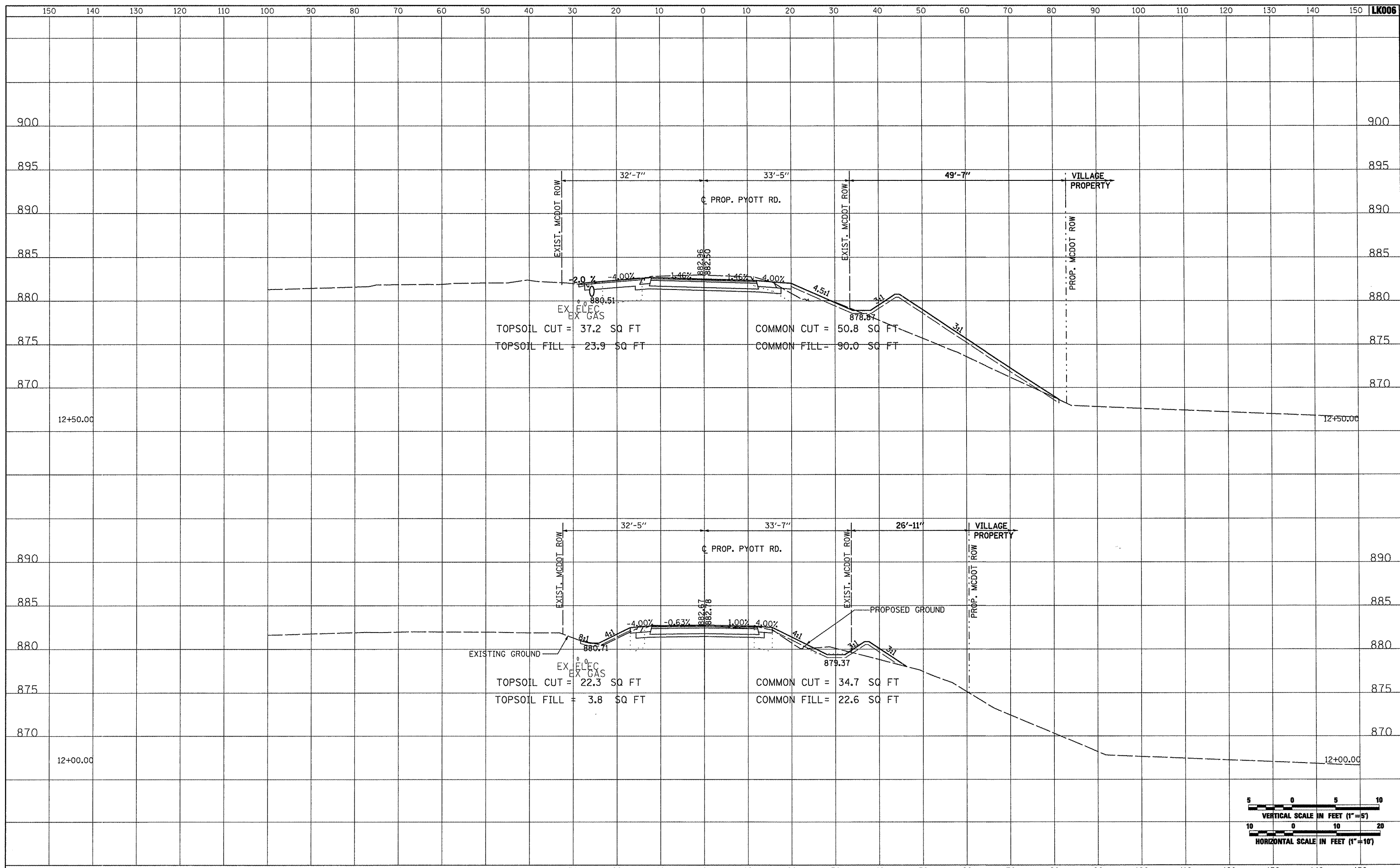
TOPSOIL CUT = 22.9 SQ FT
 TOPSOIL FILL = 7.8 SQ FT
 COMMON CUT = 29.7 SQ FT
 COMMON FILL = 17.4 SQ FT
 TOPSOIL TO BE REMOVED (TYP)



| | |
|---------------|--|
| DATE | |
| BY | |
| SURVEYED | |
| PLOTTED | |
| TEMPLATE | |
| NOTE BOOK | |
| AREAS CHECKED | |
| NO. | |



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|---------------|--|
| DATE | |
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| SURVEYED | |
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| TEMPLATE | |
| NOTE BOOK | |
| AREAS CHECKED | |
| NO. | |

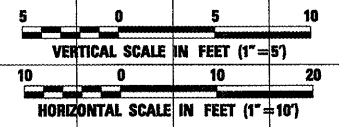
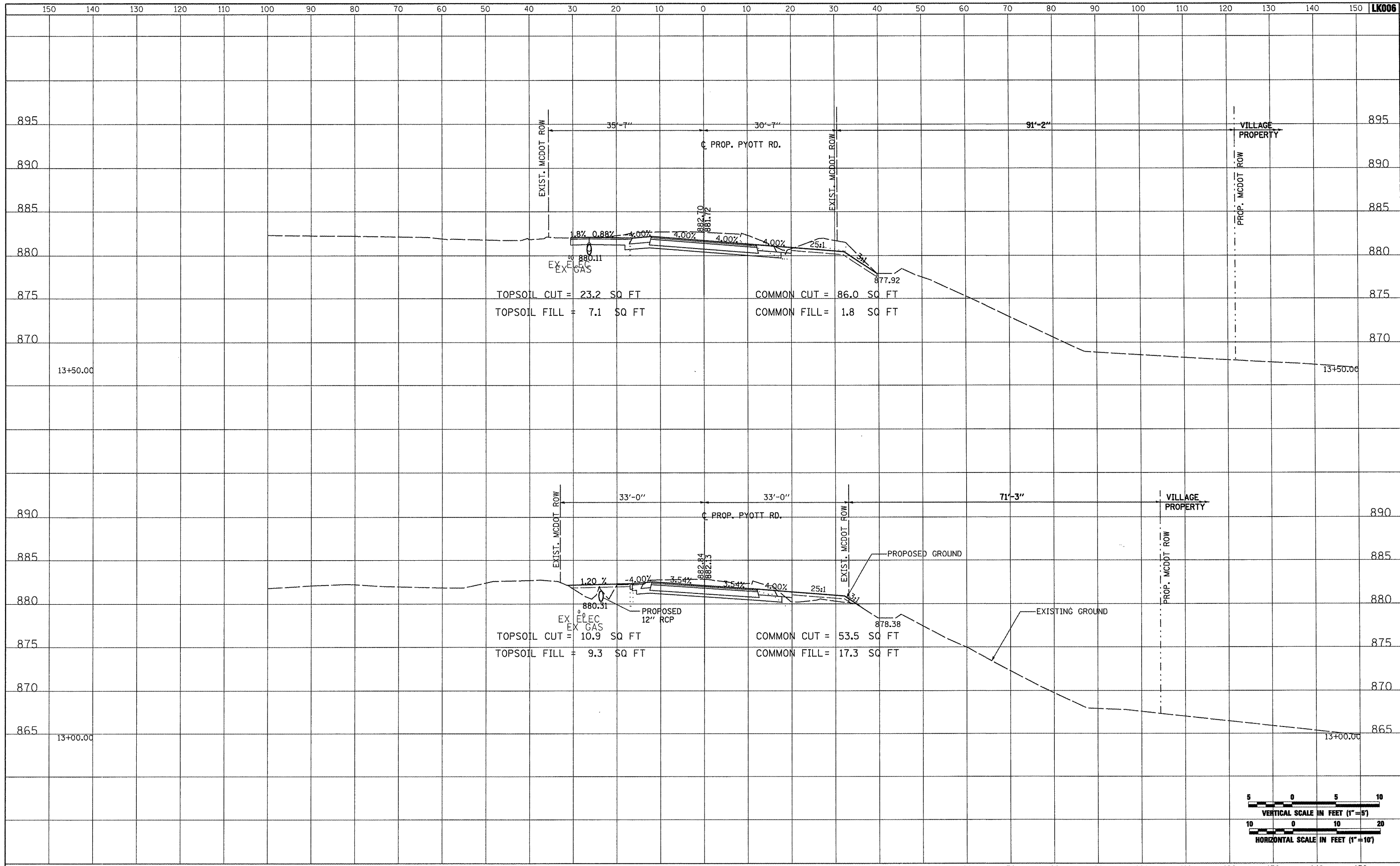


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| PLOT SCALE = 20.0000' / IN. | CHECKED - LDH | DRAWN - CBP | REVISED - | | | MCHENRY | 143 | 50 |
| PLOT DATE = 02/26/2009, 01:50 PM | DATE - 05/21/08 | CHECKED - LDH | REVISED - | | | FEDERAL AIP. NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | |
| | | | | | | SCALE: AS SHOWN | STA. 12+00.00 TO STA. 12+50.00 | |

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| DATE | |
| BY | |
| SURVEYED | |
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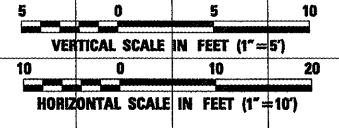
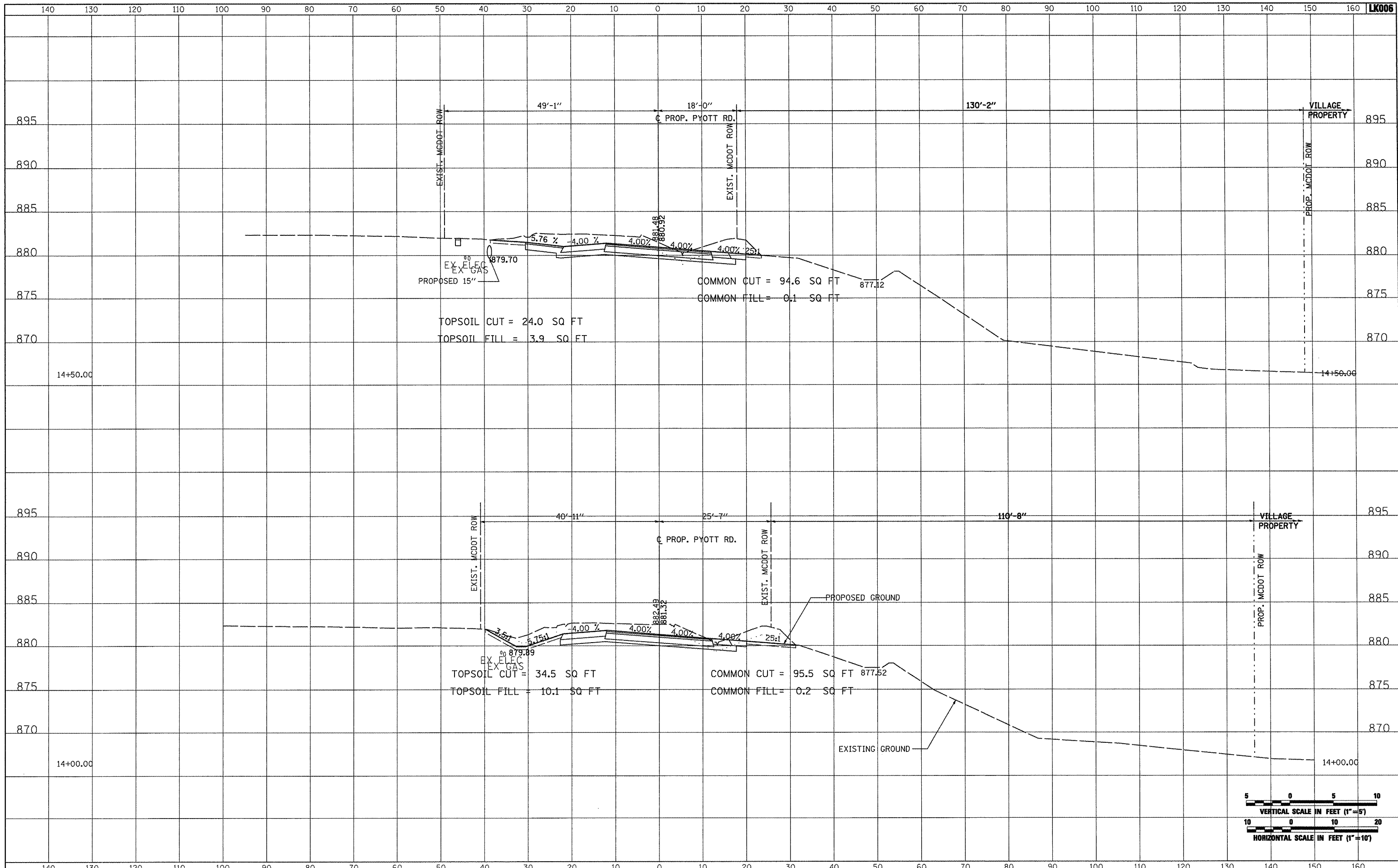
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| NOTE BOOK | |
| AREAS CHECKED | |
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| DATE | |
| BY | |
| SUPERVISED | |
| PLOTTED | |
| TEMPLATE | |
| NOTE BOOK | |
| AREAS CHECKED | |



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| NOTE BOOK | |
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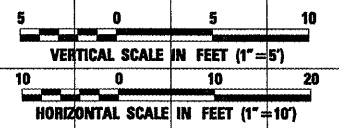
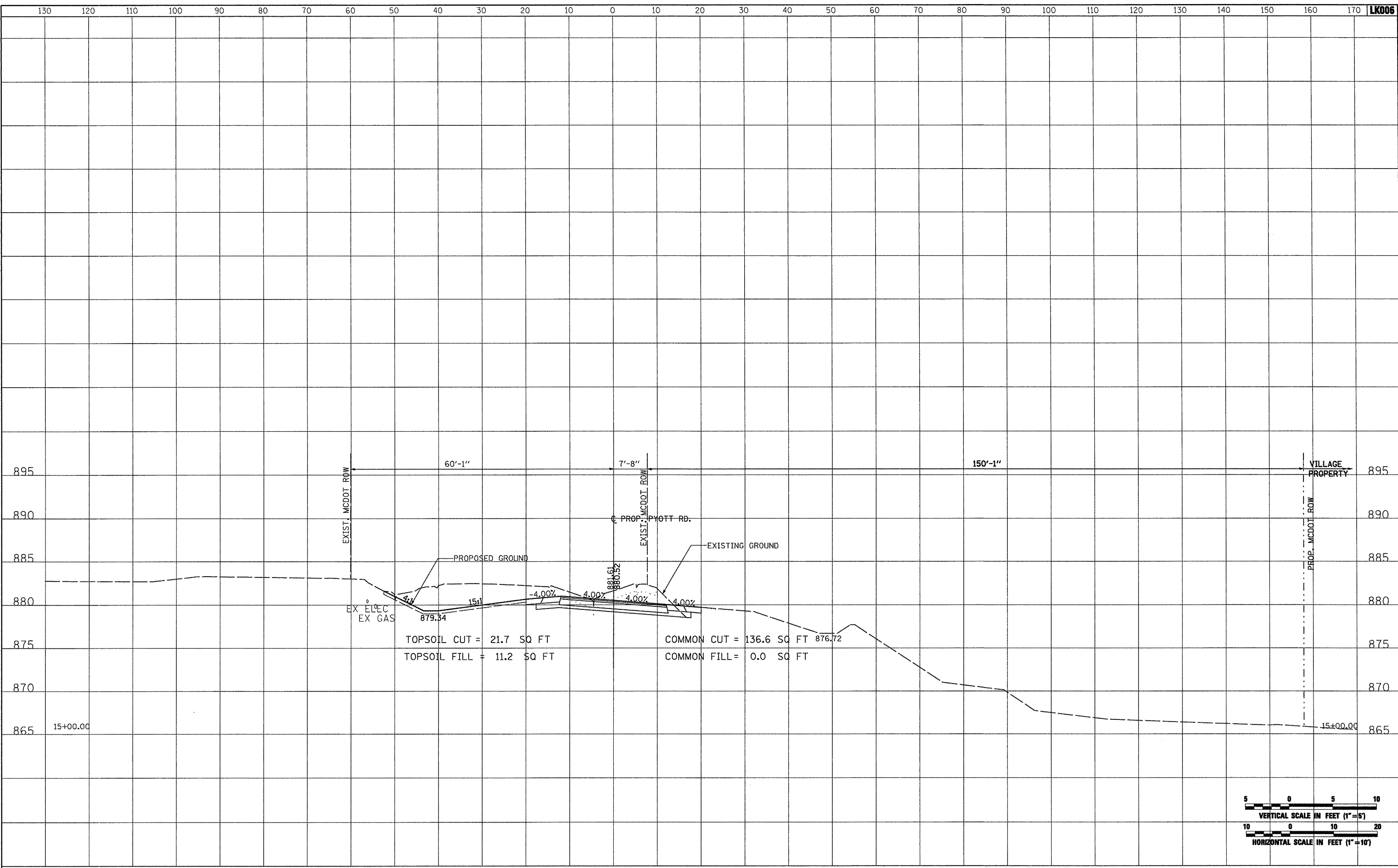


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| PLOT DATE = 02/25/2009, 01:50 PM | | DATE - 05/21/08 | REVISED - | | | | | |
| SCALE: AS SHOWN | | | | | STA. 14+00.00 TO STA. 14+50.00 | FEDERAL AIP. NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | |

| | |
|---------------|--|
| DATE | |
| BY | |
| SURVEYED | |
| PLOTTED | |
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| AREAS CHECKED | |

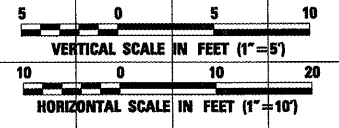
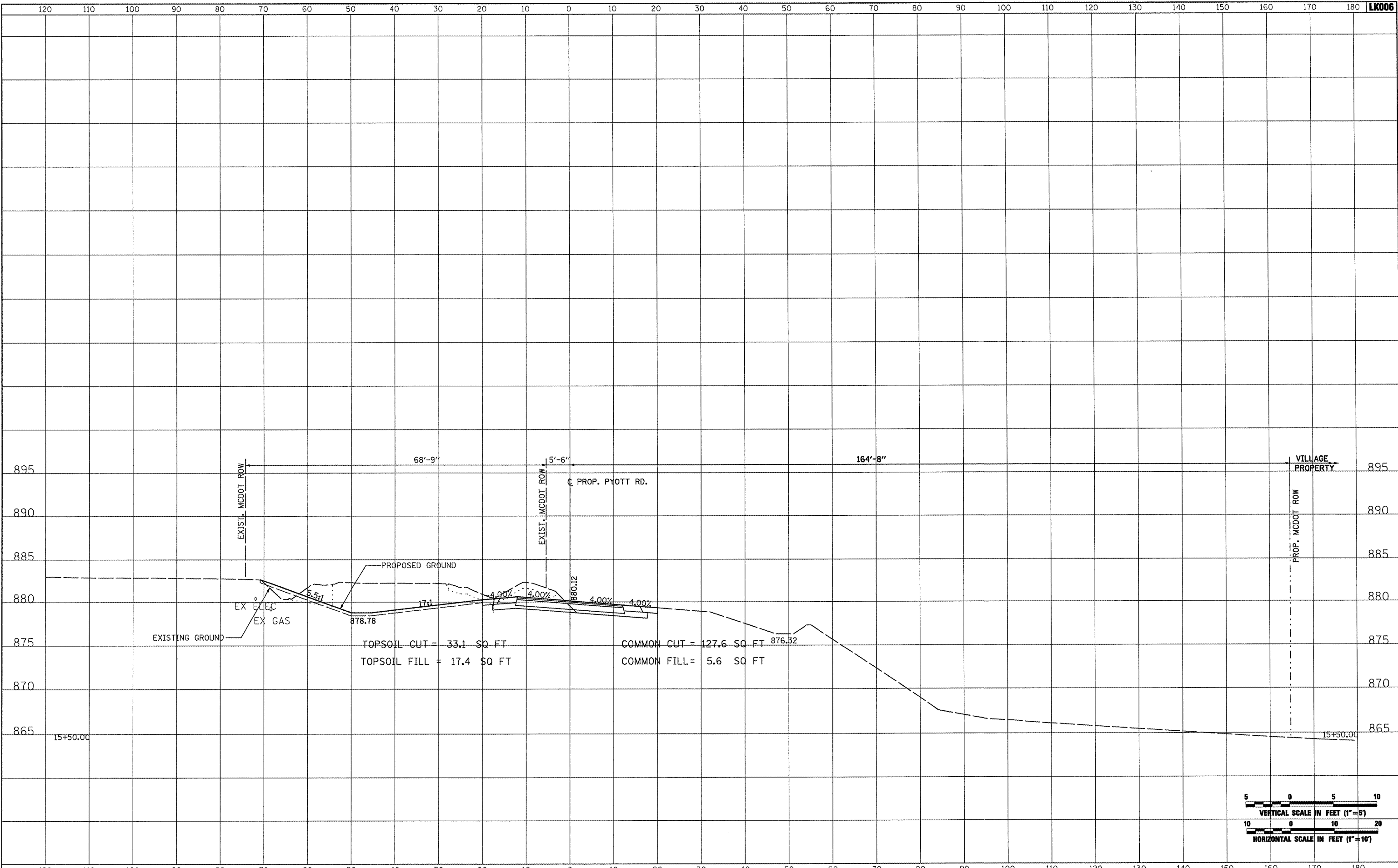


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| PLOT DATE = 02/25/2009, 01:50 PM | DATE - 05/21/08 | REVISED - | SCALE: AS SHOWN | | | STA. 15+00.00 TO STA. 15+00.00 | | |

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| DATE | |
| BY | |
| SURVEYED | |
| PLOTTED | |
| TEMPLATE | |
| NOTE BOOK | |
| AREAS CHECKED | |



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| NOTE BOOK | |
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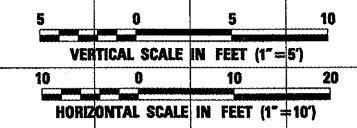
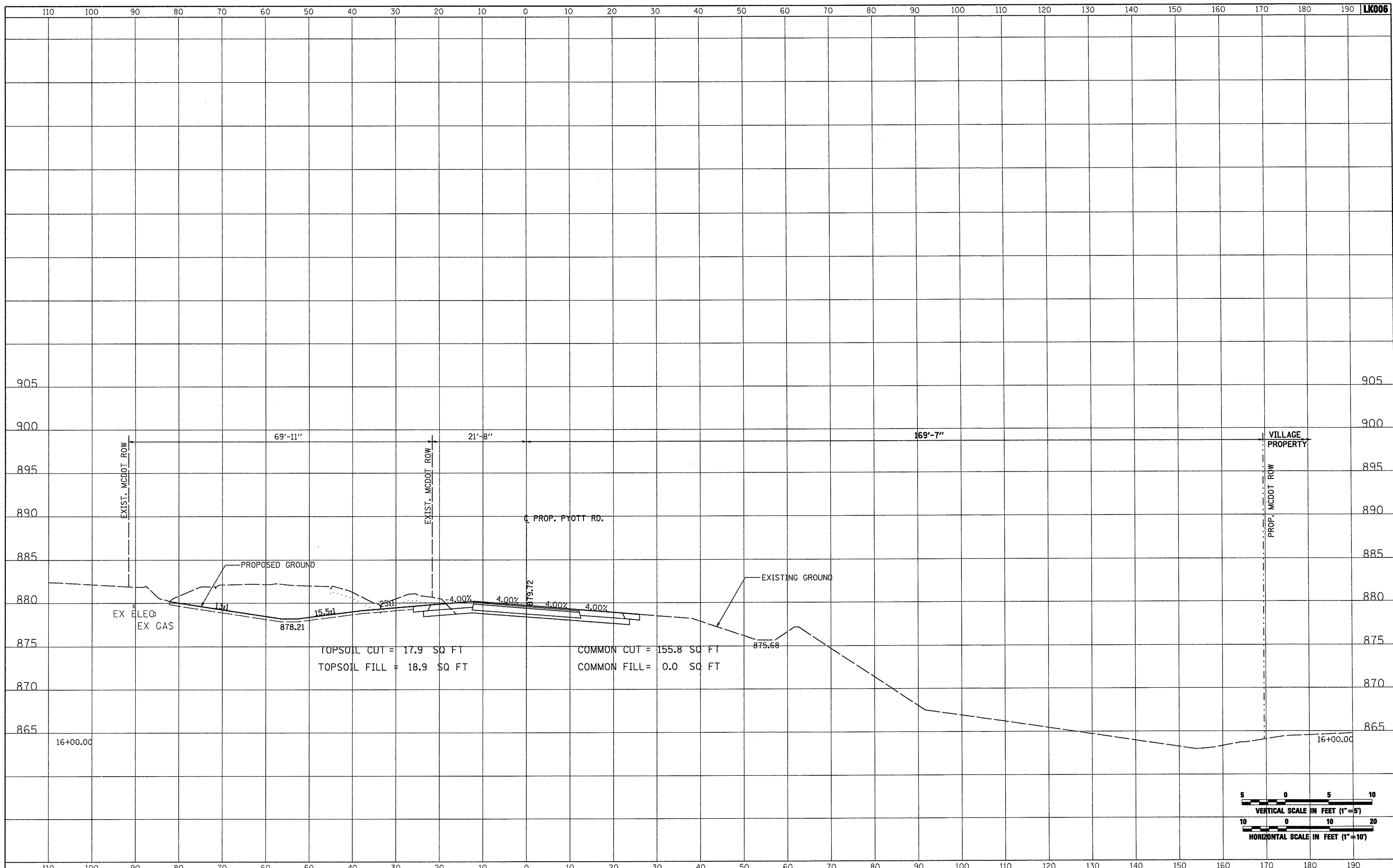


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| FILE NAME = I:\05Jobs\00841\0588021\Civil Part B\Sheets\CROSSSECTIONS.shx | USER NAME = blin01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED PYOTT ROAD | | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | | DRAWN - CBP | REVISED - | | MCHENRY | 143 | 54 | | | |
| | | CHECKED - LDH | REVISED - | | SCALE: AS SHOWN | | STA. 15+50.00 TO STA. 15+50.00 | FEDERAL AIP. NO. 3-17-0112-810 | ILLINOIS | IDA NO. 3CK-3807 |
| | | DATE - 05/21/08 | REVISED - | | | | | | | |

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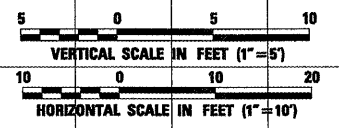
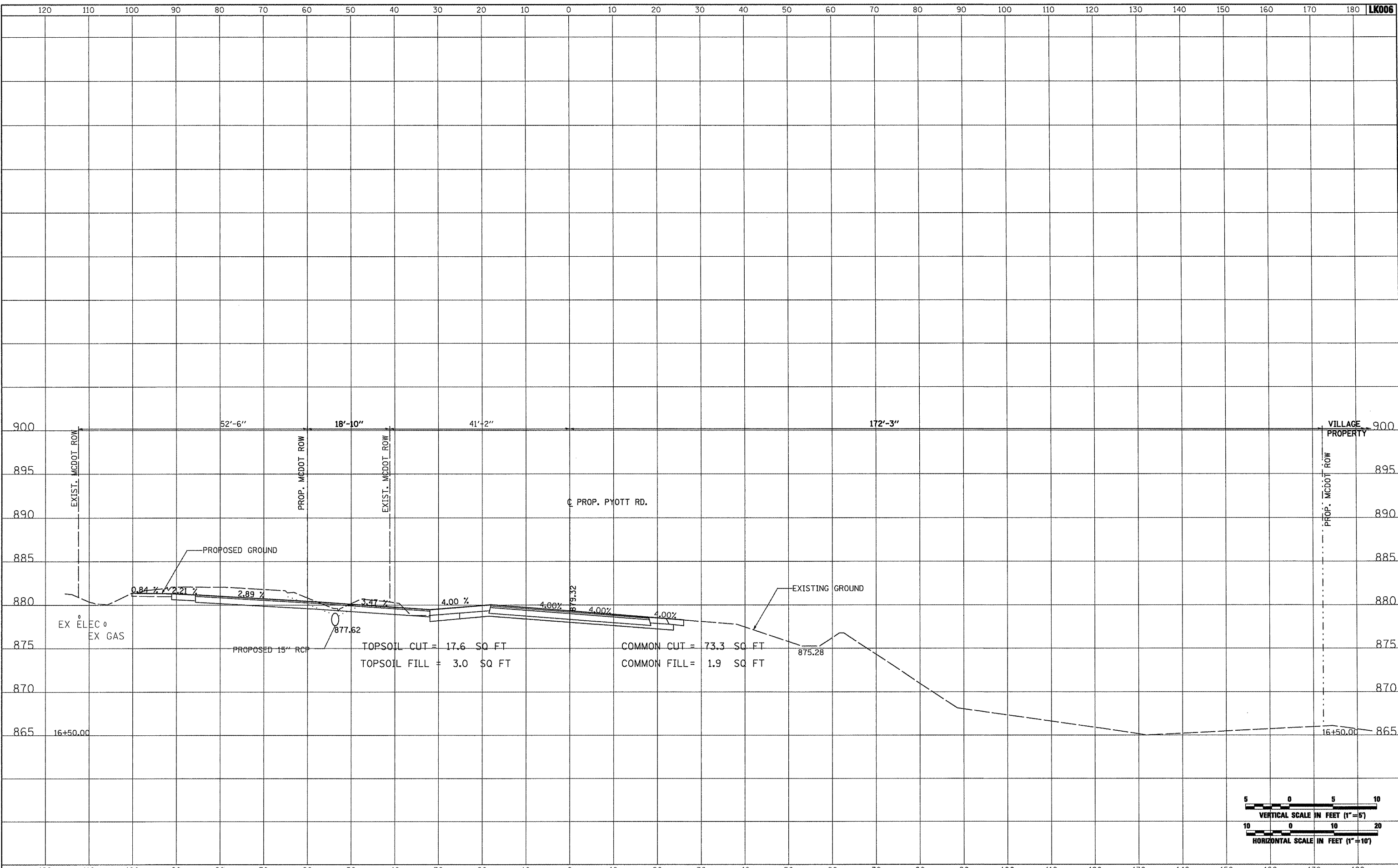


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| | | DRAWN - CBP | REVISED - | | | MCHENRY | 143 | 55 |
| | | CHECKED - LDH | REVISED - | | | SCALE: AS SHOWN | | |
| | | DATE - 05/21/08 | REVISED - | | | STA. 16+00.00 TO STA. 16+00.00 | | |
| PLOT SCALE = 20.0000 "/ IN. | | PLOT DATE = 02/25/2009, 01:50 PM | | FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CX-3807 | | | | |

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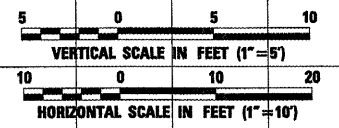
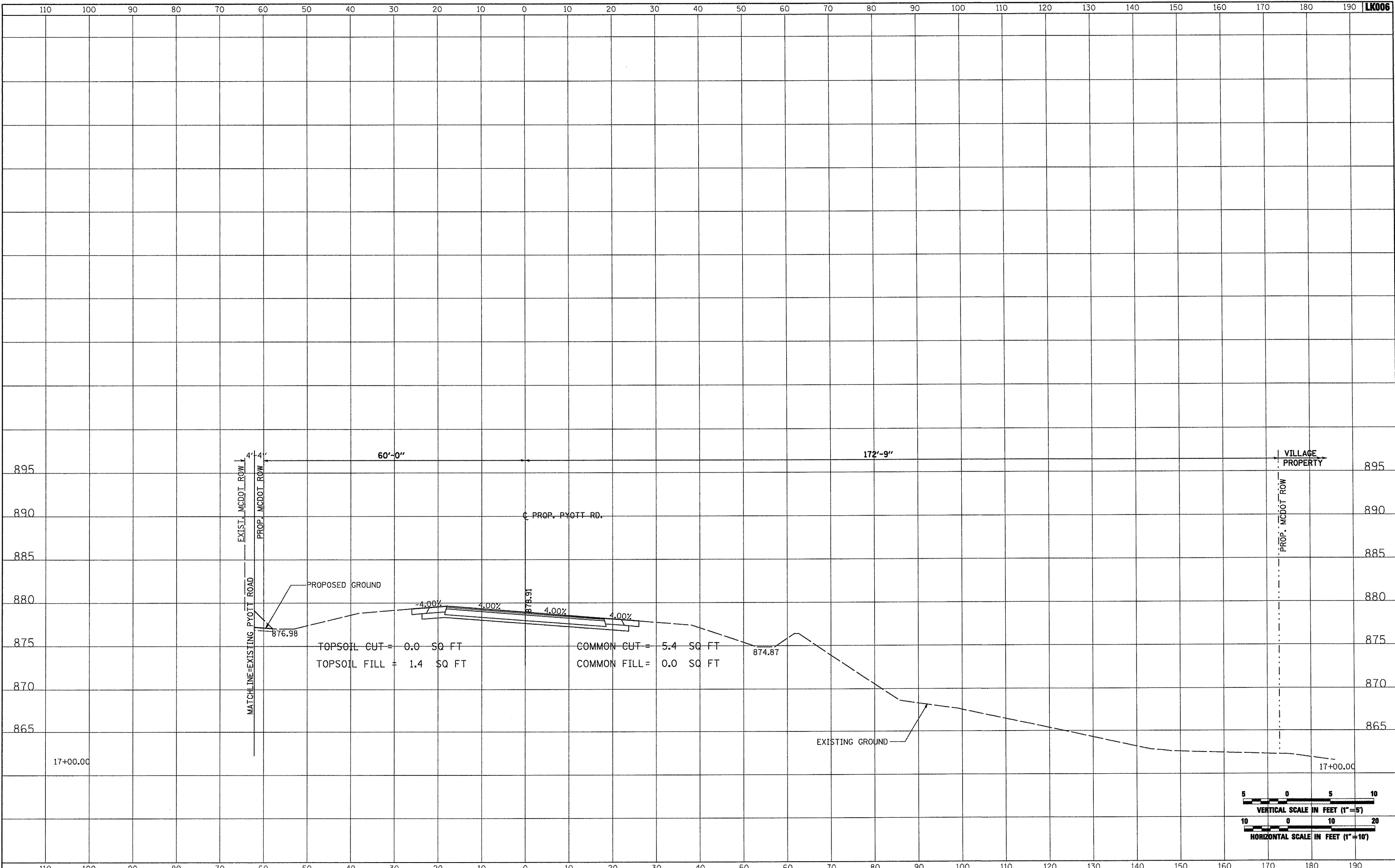


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| FILE NAME = I:\05Jobs\00841\0588021\Civil Part B\Sheets\CROSSSECTIONS.sht | USER NAME = Blain01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
| PLOT SCALE = 20.0000' / IN. | CHECKED - LDH | REVISED - | MCHENRY | | | 143 | 56 | |
| PLOT DATE = 02/25/2009, 01:50 PM | DATE - 05/21/08 | REVISED - | FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | | | | |
| SCALE: AS SHOWN | | | STA. 16+50.00 TO STA. 16+50.00 | | | | | |

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| ORIGINAL SURVEY | SURVEYED |
| NOTE BOOK NO. | PLOTTED |
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| | AREAS CHECKED |

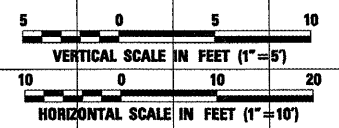
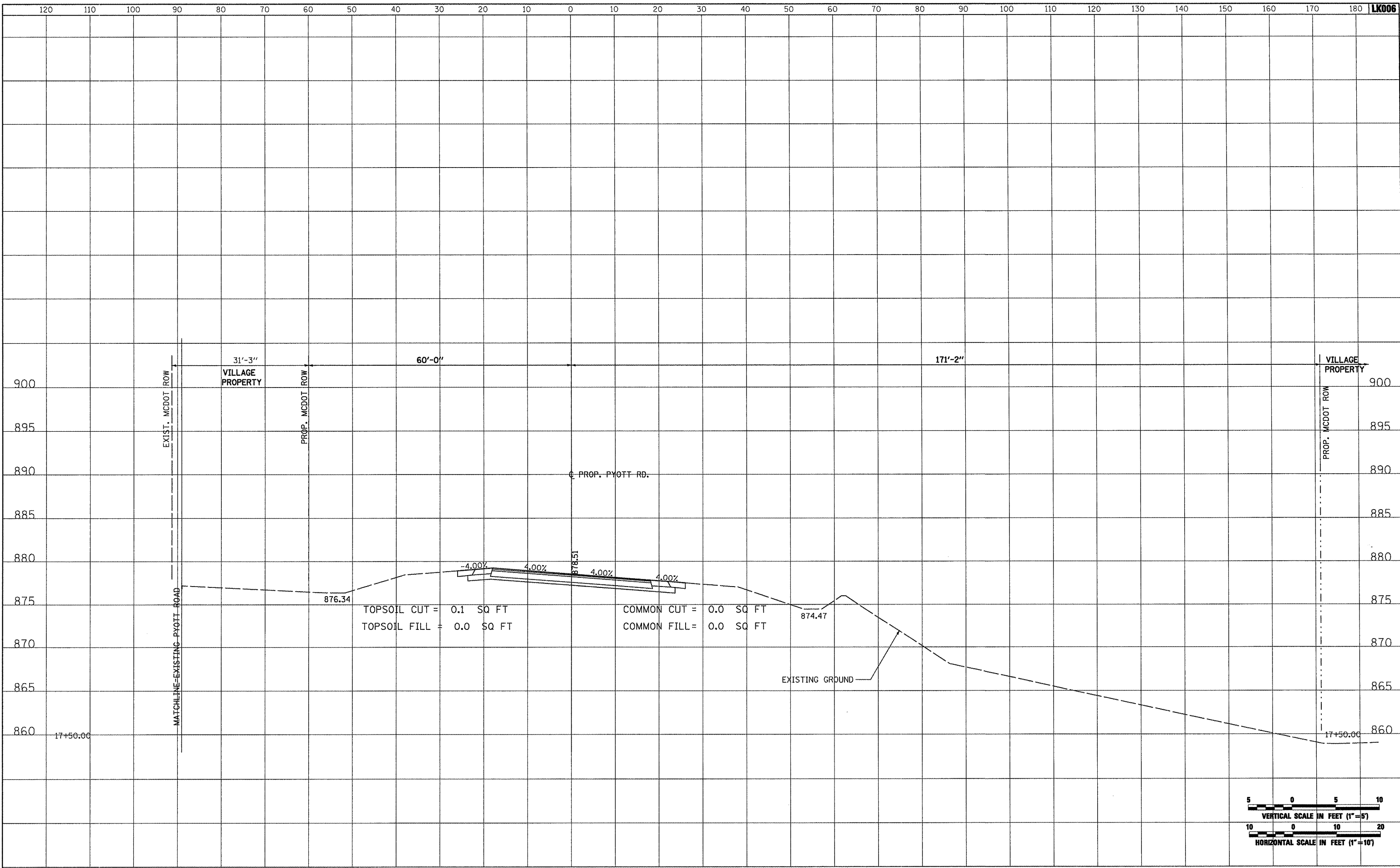


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| | | DRAWN - CBP | REVISED - | | | | MCHENRY | 143 | 57 |
| | | CHECKED - LDH | REVISED - | | | | | | |
| | | DATE - 05/21/08 | REVISED - | | | | | | |
| PLOT SCALE = 20.0000' / IN. | | PLOT DATE = 02/25/2009, 01:51 PM | | | SCALE: AS SHOWN | STA. 17+00.00 TO STA. 17+00.00 | FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | |

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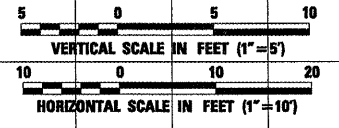
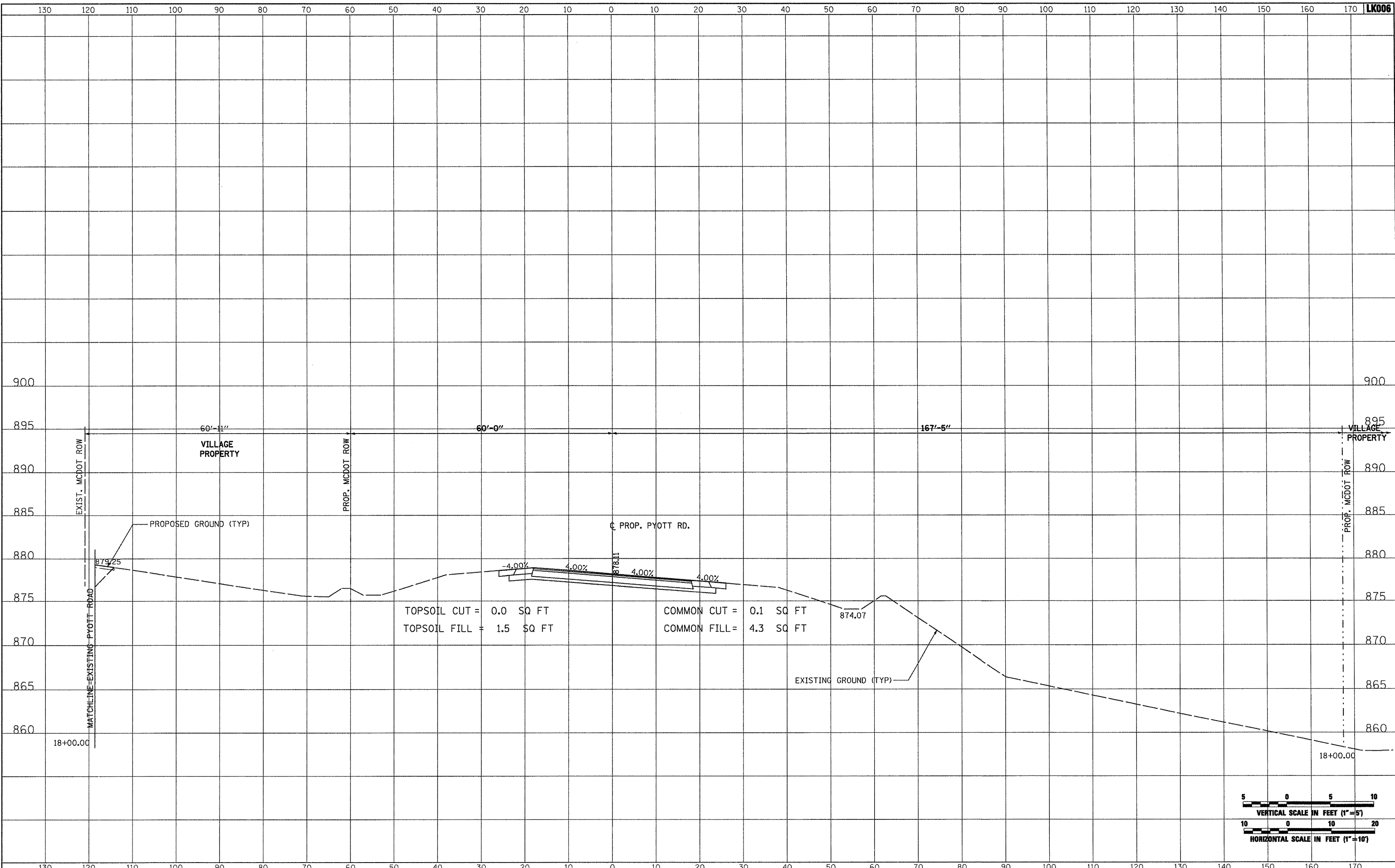


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| FILE NAME * | USER NAME * Blam01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
| I:\05Jobs\00841\05888021\Civil Part B\Sheets\CROSSSECTIONS.shx | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 58 | |
| PLOT SCALE = 20.0000' / IN. | CHECKED - LDH | REVISED - | FEDERAL AIP, NO. 3-17-0112-810 ILLINOIS IDA NO. 3CK-3807 | | | | | |
| PLOT DATE = 02/25/2009, 01:51 PM | DATE - 05/21/08 | REVISED - | SCALE: AS SHOWN STA. 17+50.00 TO STA. 17+50.00 | | | | | |

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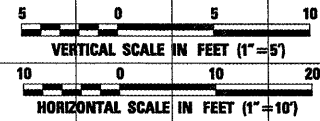
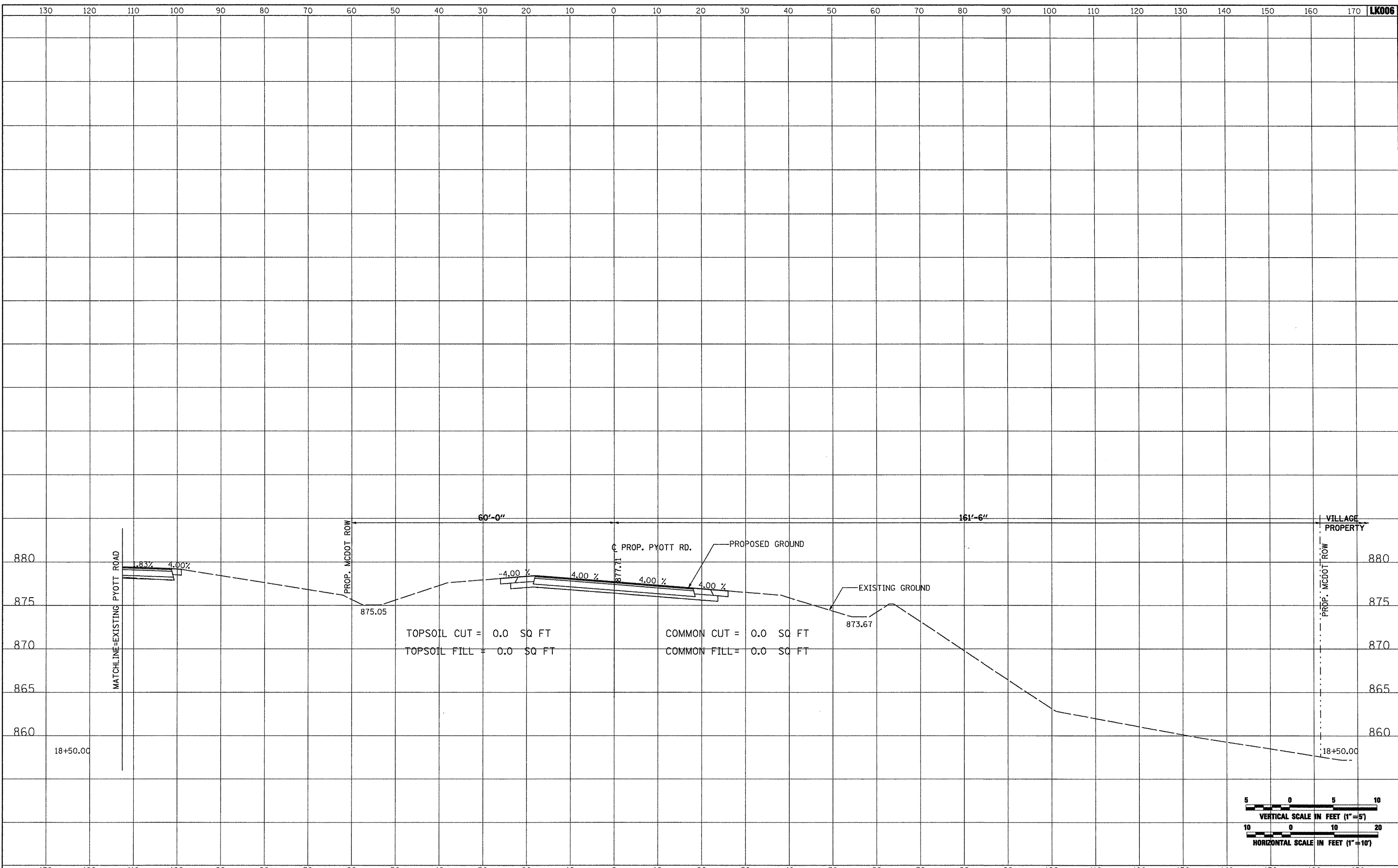
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| FILE NAME = J:\05Jobs\00841\0588021\Civil Part B\Sheets\CROSSSECTIONS.sht | USER NAME = Blair01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
| PLOT SCALE = 20.0000 ' / IN. | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 59 | |
| PLOT DATE = 02/25/2009, 01:51 PM | CHECKED - LDH | REVISED - | | | | | | |
| DATE - 05/21/08 | REVISED - | | | | | | | |
| SCALE: AS SHOWN | | STA. 18+00.00 TO STA. 18+00.00 | | FEDERAL AIP. NO. 3-17-0112-010 ILLINOIS IDA NO. 3CK-3807 | | | | |

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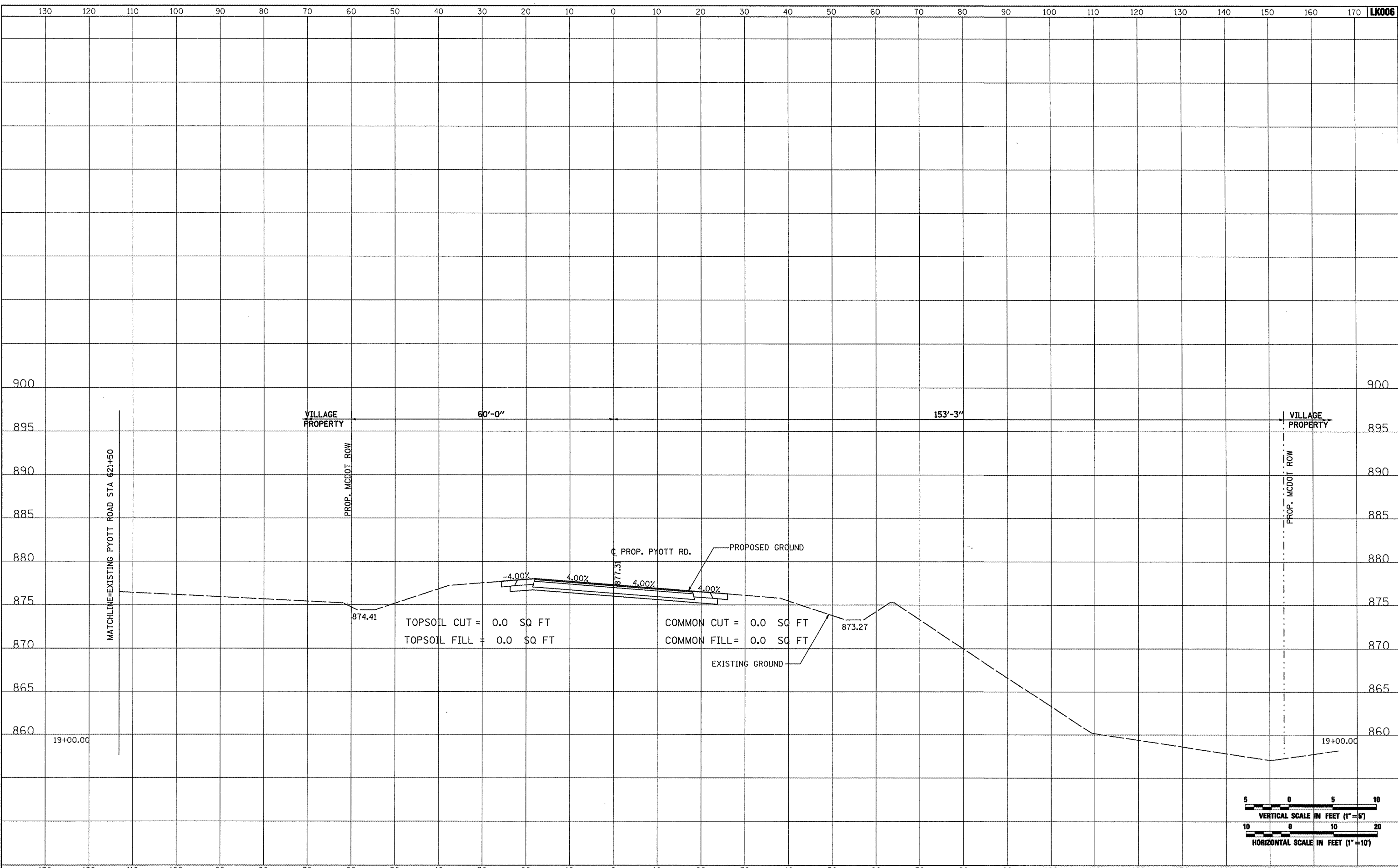


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| PLOT SCALE = 20.0000' / IN. | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 60 | |
| PLOT DATE = 02/25/2009, 01:51 PM | CHECKED - LDH | REVISED - | FEDERAL AJP. NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | | | | |
| DATE - 05/21/08 | REVISED - | SCALE: AS SHOWN | | | | STA. 18+50.00 TO STA. 18+50.00 | | |

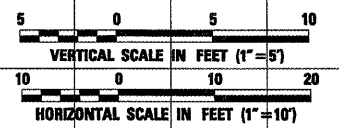
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TOPSOIL CUT = 0.0 SQ FT
 TOPSOIL FILL = 0.0 SQ FT
 COMMON CUT = 0.0 SQ FT
 COMMON FILL = 0.0 SQ FT

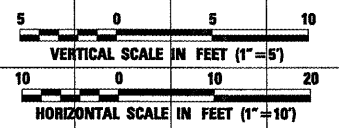
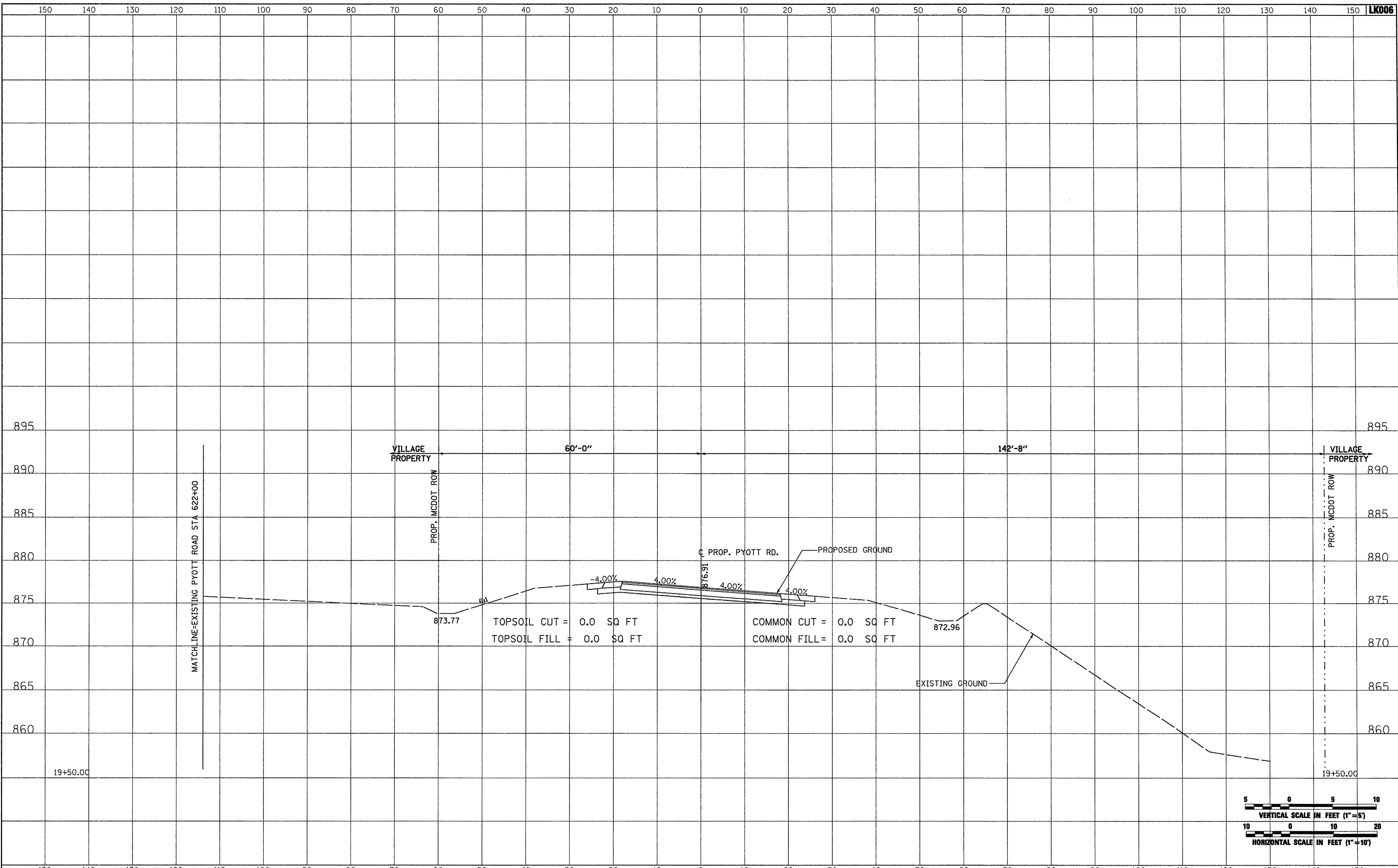


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| | | DRAWN - CBP | REVISED - | | | MCHENRY | 143 | 61 |
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| | | DATE - 05/21/08 | REVISED - | | | SCALE: AS SHOWN STA. 19+00.00 TO STA. 19+00.00 | | |

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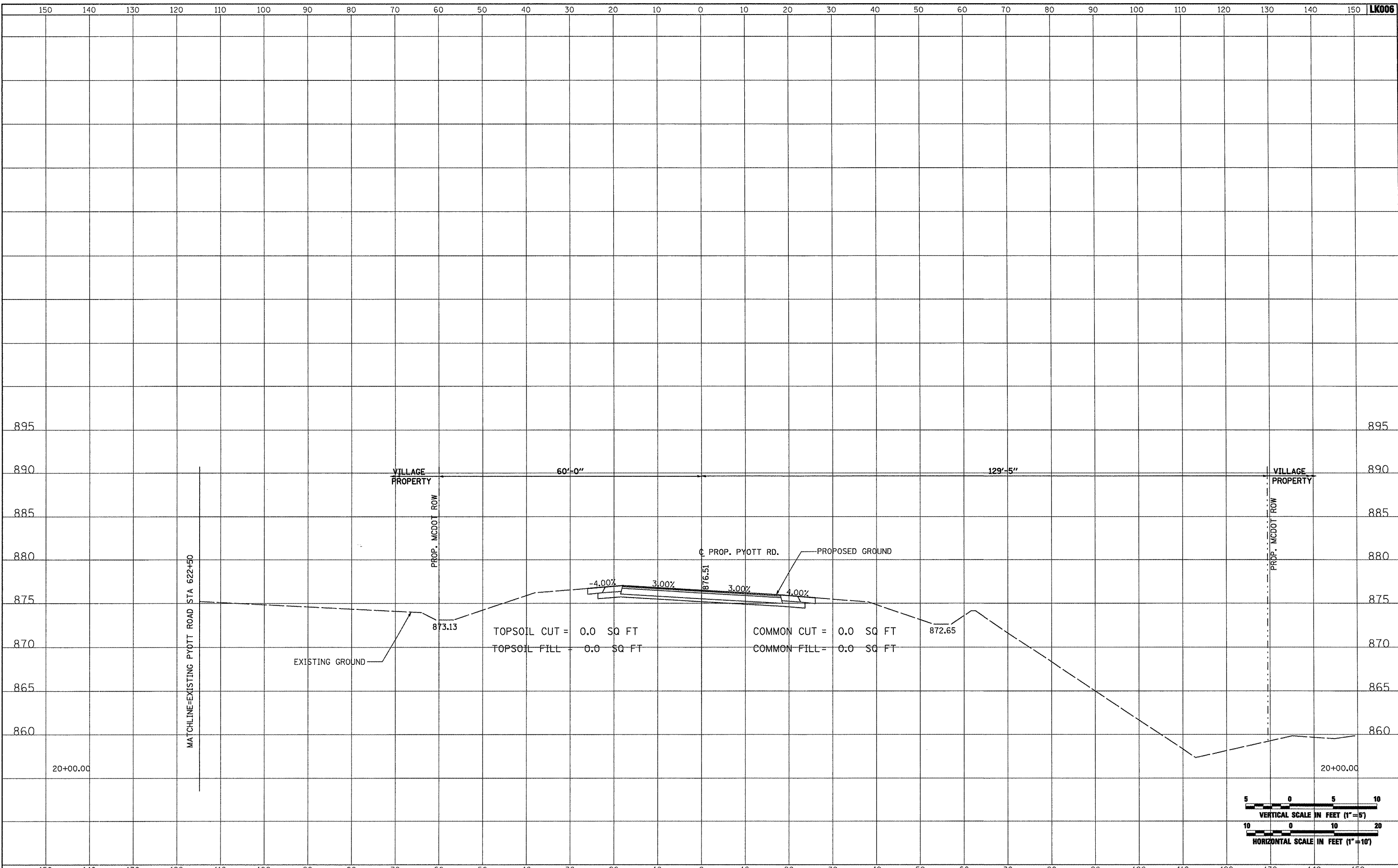
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| PLOT SCALE = 20.0000' / IN. | CHECKED - LDH | REVISED - | MCHENRY | | | 143 | 62 | |
| PLOT DATE = 02/25/2009, 01:51 PM | DATE - 05/21/08 | REVISED - | FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CR-3807 | | | | | |
| SCALE: AS SHOWN | STA. 19+50.00 TO STA. 19+50.00 | | | | | | | |

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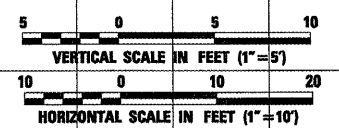
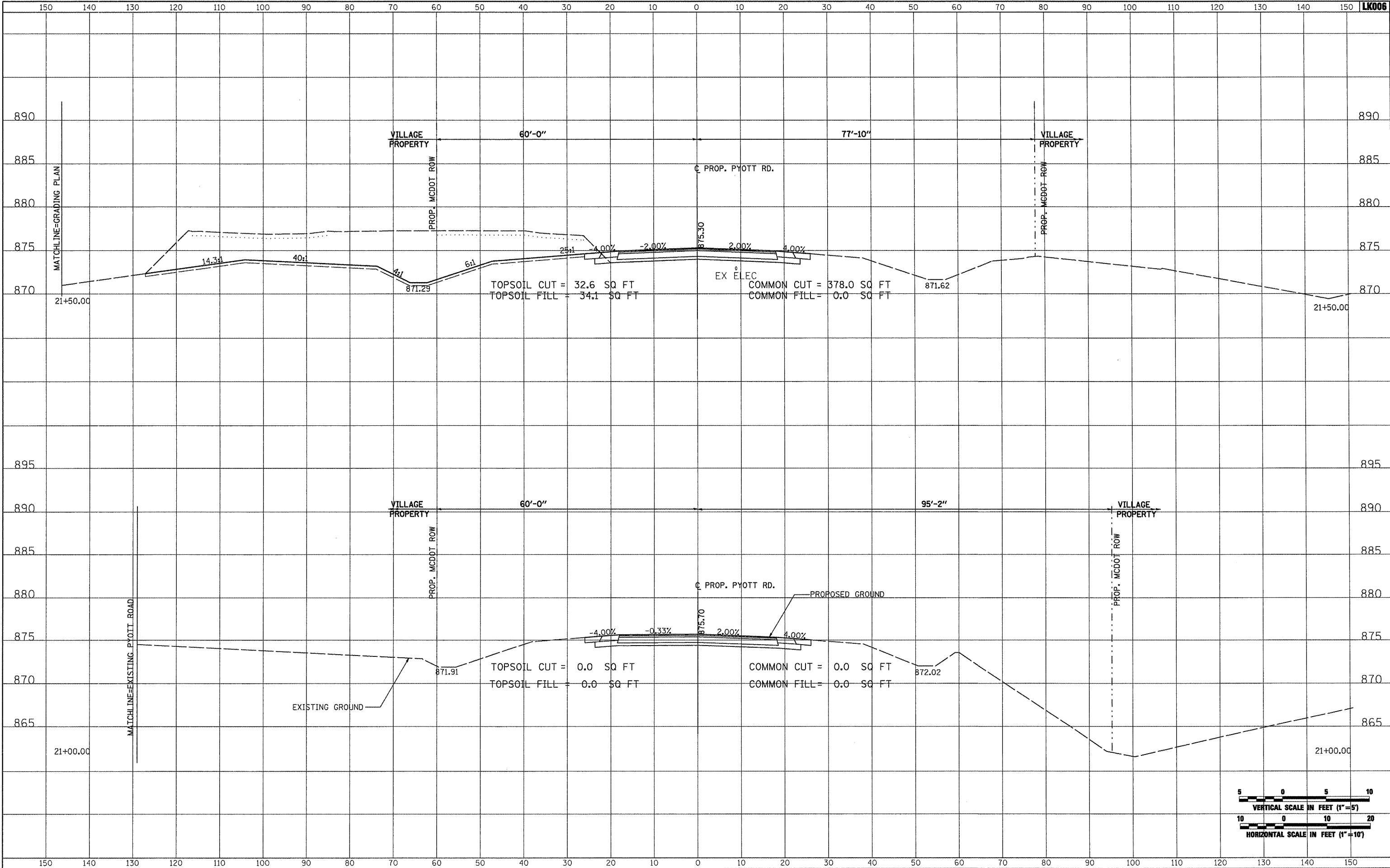
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| FILE NAME = 1:\05Jobs\00841\0580021\Civils Part B\Sheets\CROSSSECTIONS.sht | USER NAME = Blain01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
| PLOT SCALE = 20,0000 ' / IN. | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 63 | |
| PLOT DATE = 02/25/2009, 01:51 PM | CHECKED - LDH | REVISED - | FEDERAL AIP, NO. 3-17-0112-810 ILLINOIS IDA NO. 3CK-3807 | | | | | |
| DATE - 05/21/08 | REVISED - | SCALE: AS SHOWN STA. 20+00.00 TO STA. 20+00.00 | | | | | | |

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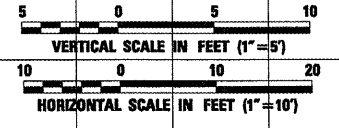
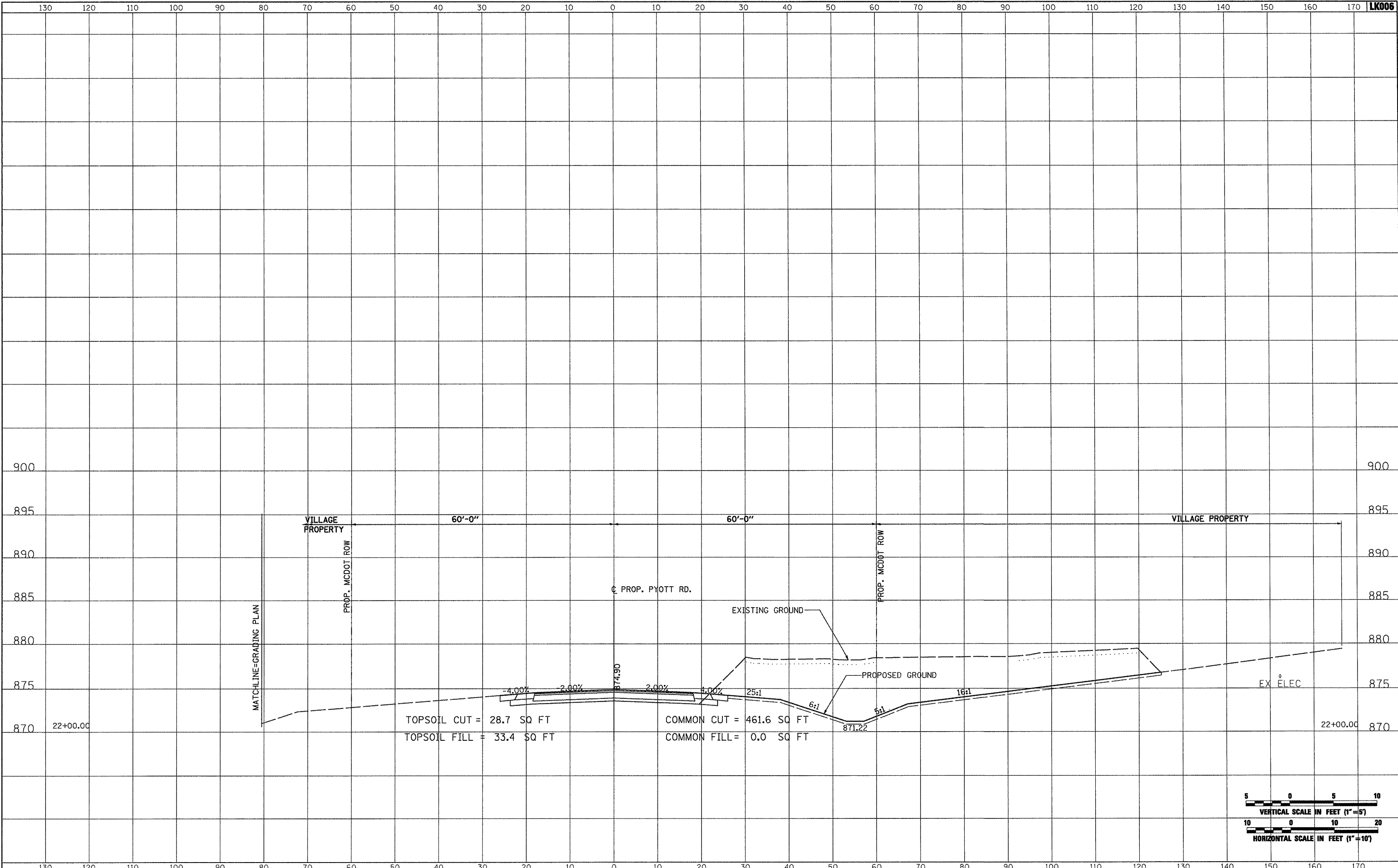


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| FILE NAME = | USER NAME = blm01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED PYOTT ROAD | | COUNTY | TOTAL SHEETS | SHEET NO. |
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| PLOT SCALE = 20.0000' / IN. | | CHECKED - LDH | REVISED - | | FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CR-3807 | | | | |
| PLOT DATE = 02/25/2009, 01:51 PM | | DATE - 05/21/08 | REVISED - | | SCALE: AS SHOWN | STA. 21+00.00 TO STA. 21+50.00 | | | |

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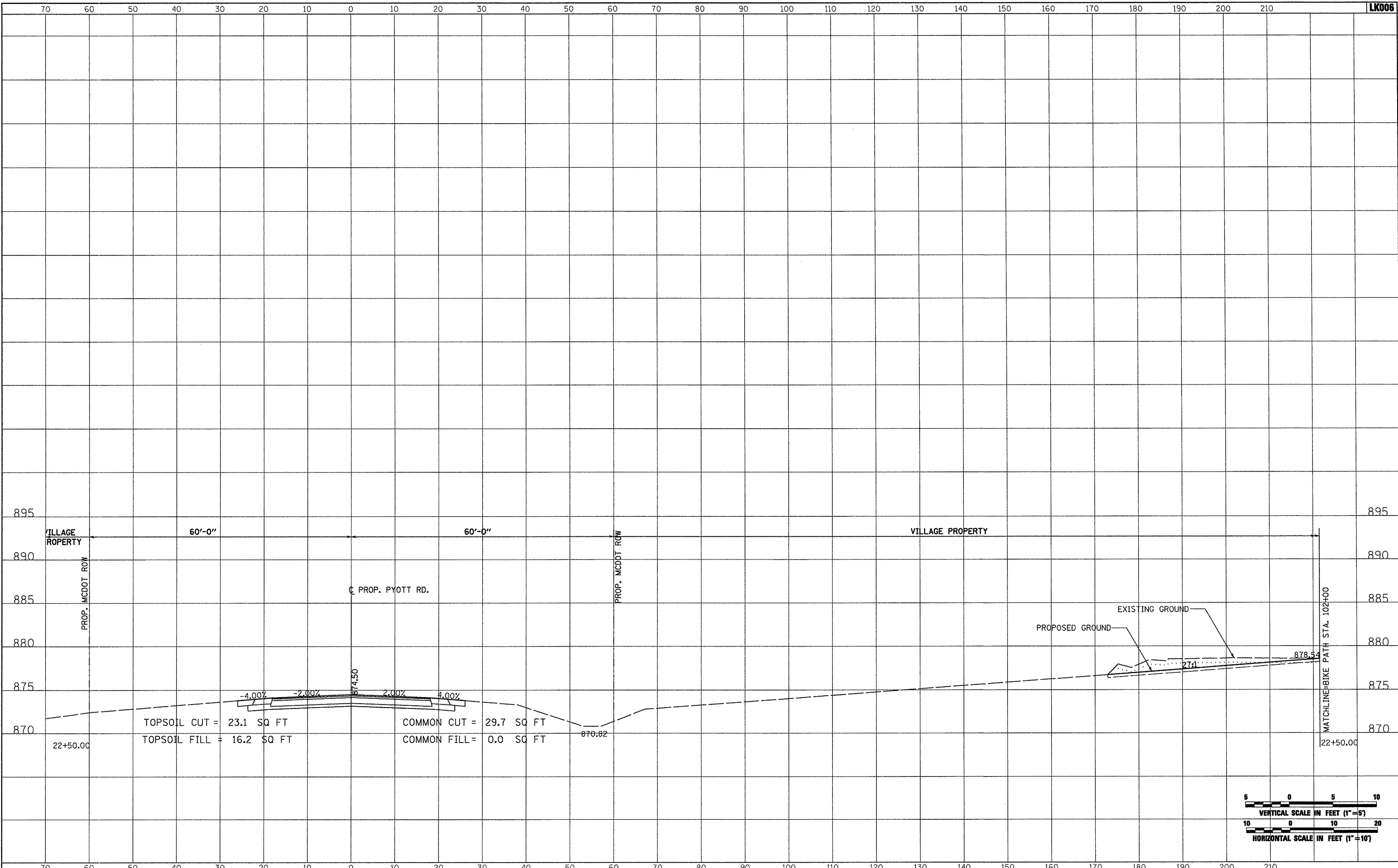


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| PLOT SCALE = 28.0000' / IN. | CHECKED - LDH | REVISED - | | | | | | |
| PLOT DATE = 02\25\2009, 01:51 PM | DATE - 05/21/08 | REVISED - | | | | | | |
| | | | | SCALE: AS SHOWN | STA. 22+00.00 TO STA. 22+00.00 | FEDERAL AIP. NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | |

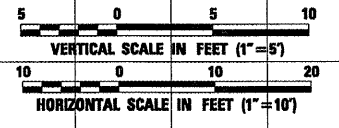
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TOPSOIL CUT = 23.1 SQ FT
 TOPSOIL FILL = 16.2 SQ FT
 COMMON CUT = 29.7 SQ FT
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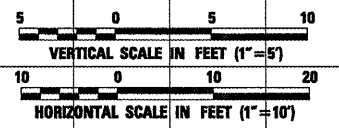
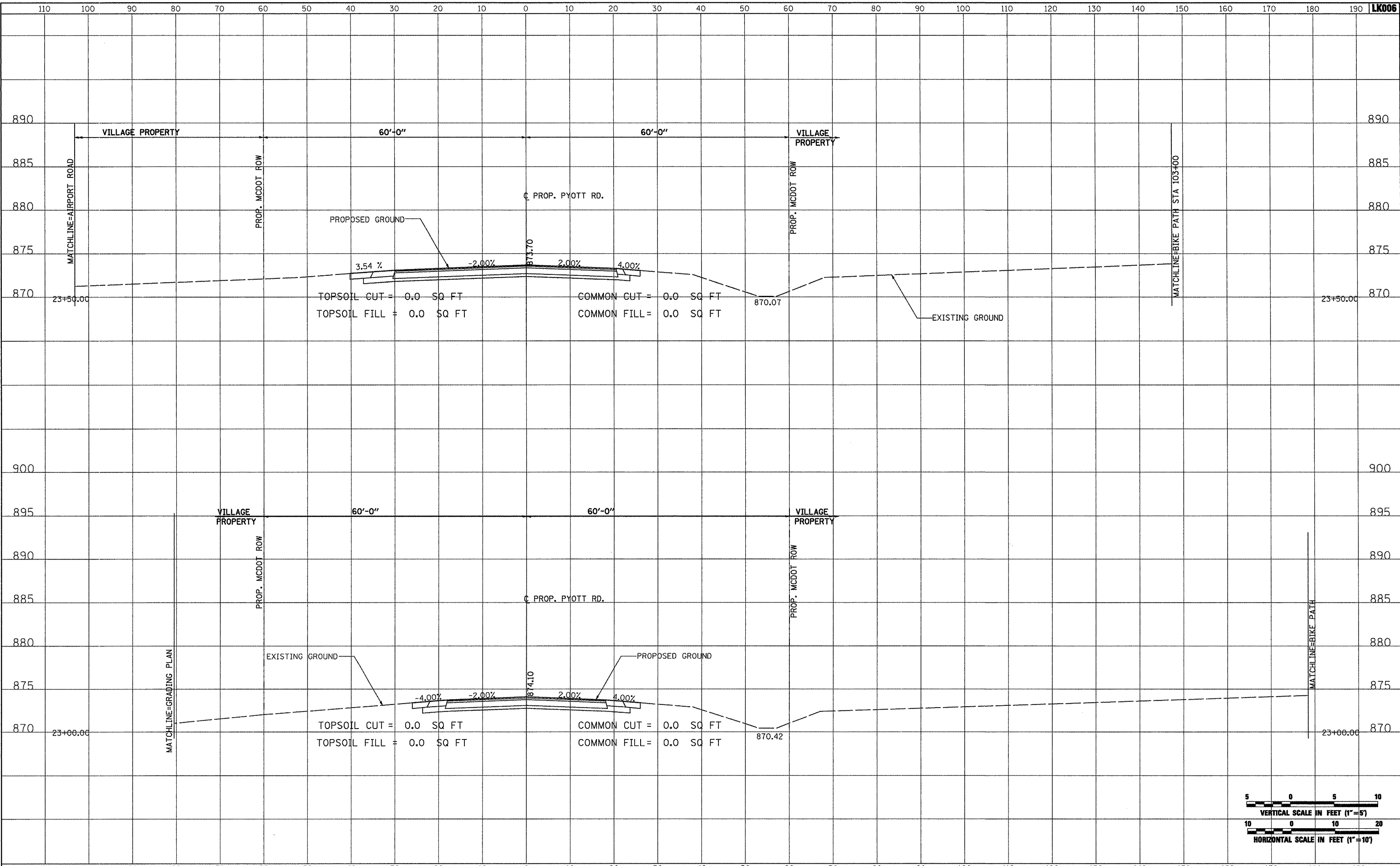


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| | | DRAWN - CBP | REVISED - | | MCHENRY | 143 | 67 | | |
| | | CHECKED - LDH | REVISED - | | SCALE: AS SHOWN | STA. 22+50.00 TO STA. 22+50.00 | FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS | IDA NO. 3CK-3807 | |
| | | DATE - 05/21/08 | REVISED - | | | | | | |

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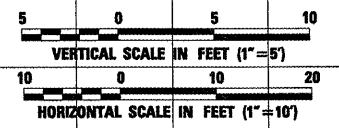
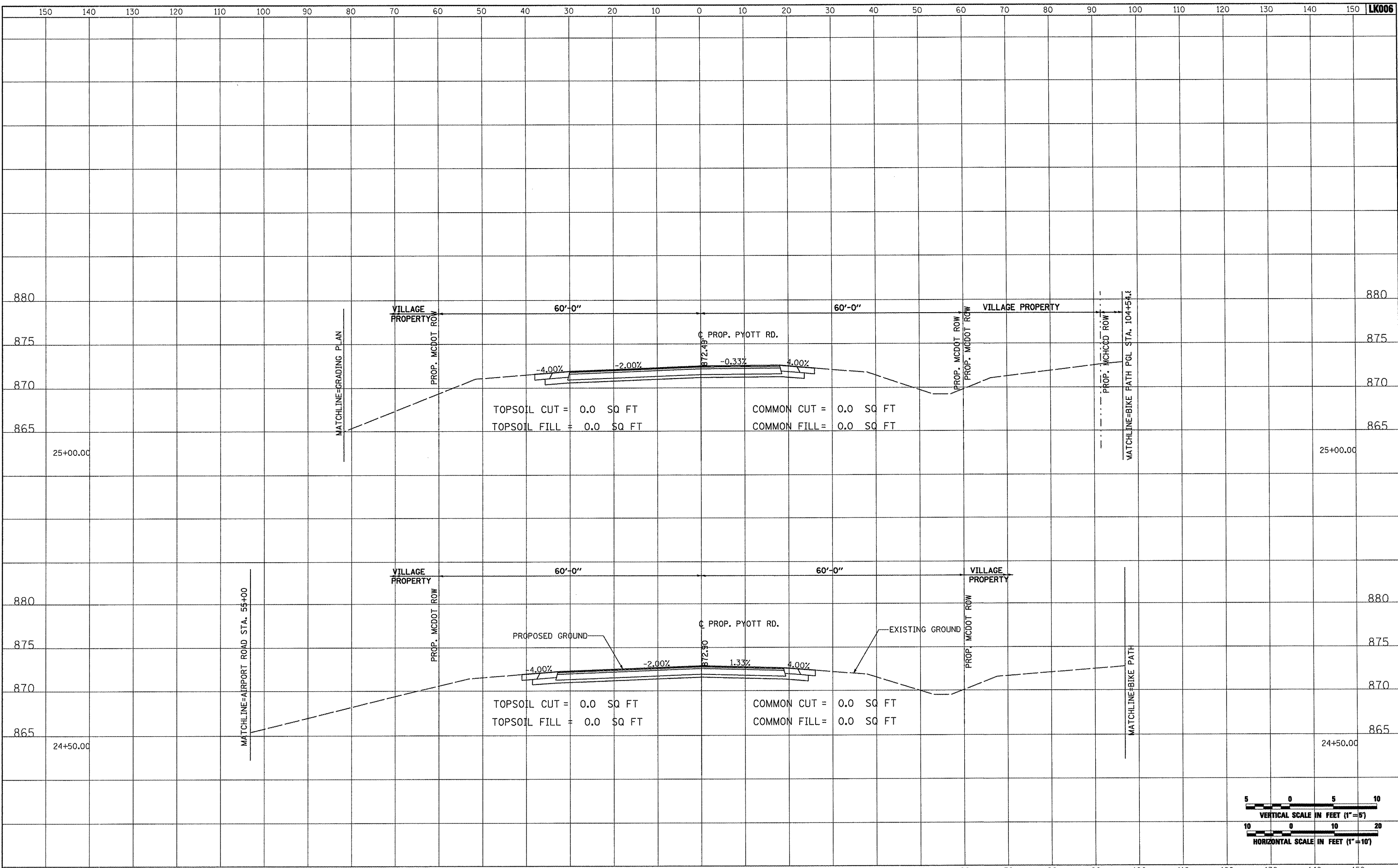


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| PLOT DATE = 02/25/2009, 01:51 PM | DATE - 05/21/08 | REVISED - | SCALE: AS SHOWN STA. 23+00.00 TO STA. 23+50.00 | | | | | |

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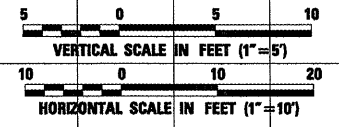
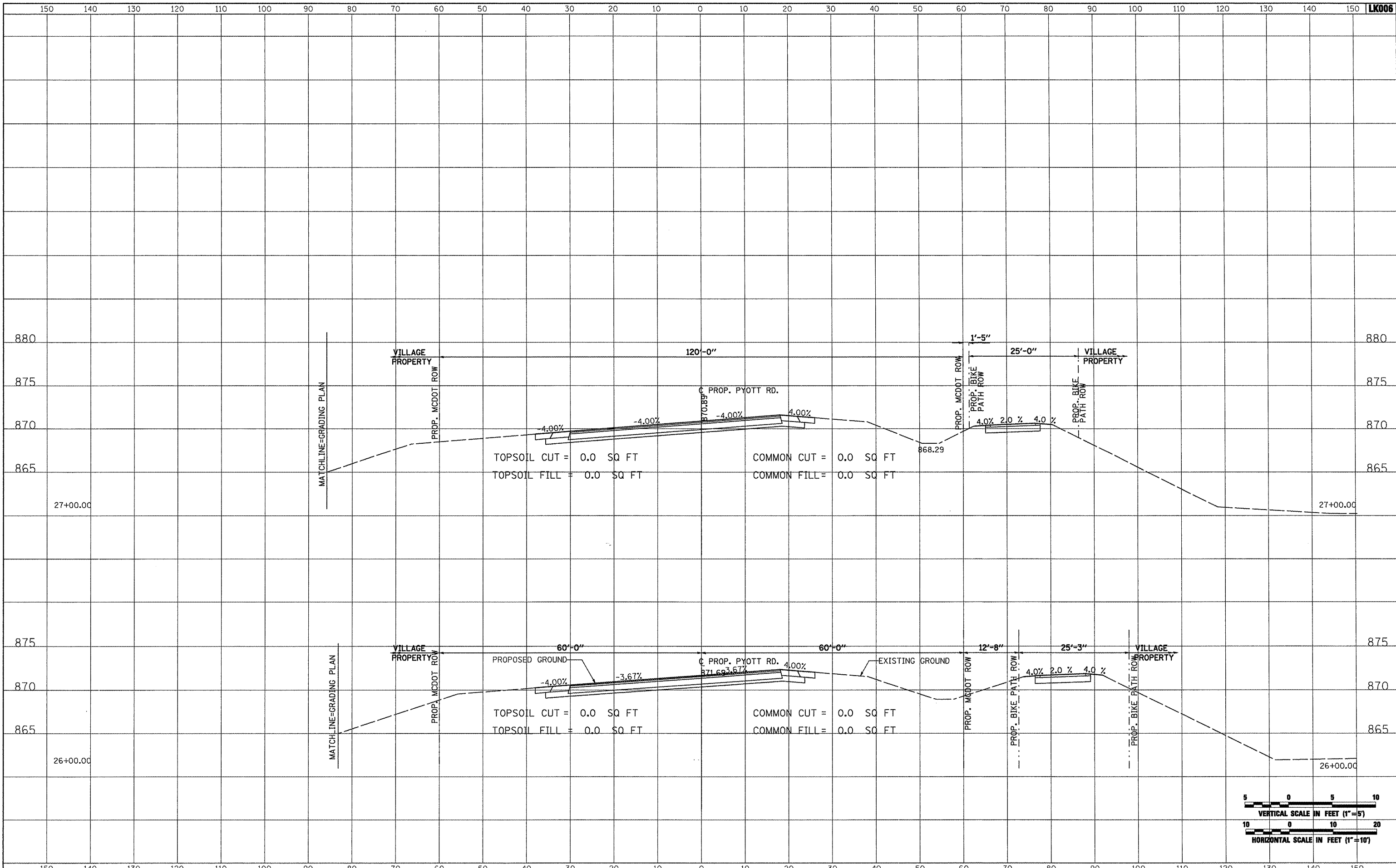


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|--------------|---|------------|----------|-----------|--|---|---|--|--------------|-----------|
| FILE NAME = | I:\05Jobs\00841\0588021\Civil Part B\Sheets\CROSSSECTIONS.sht | DESIGNED - | BLB | REVISED - | | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
| USER NAME = | blm01219 | DRAWN - | CBP | REVISED - | | | | MCHENRY | 143 | 69 |
| PLOT SCALE = | 20.0000' / IN. | CHECKED - | LDH | REVISED - | | | | FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | |
| PLOT DATE = | 02/25/2009, 01:51 PM | DATE - | 05/21/08 | REVISED - | | | | SCALE: AS SHOWN STA. 24+50.00 TO STA. 25+00.00 | | |

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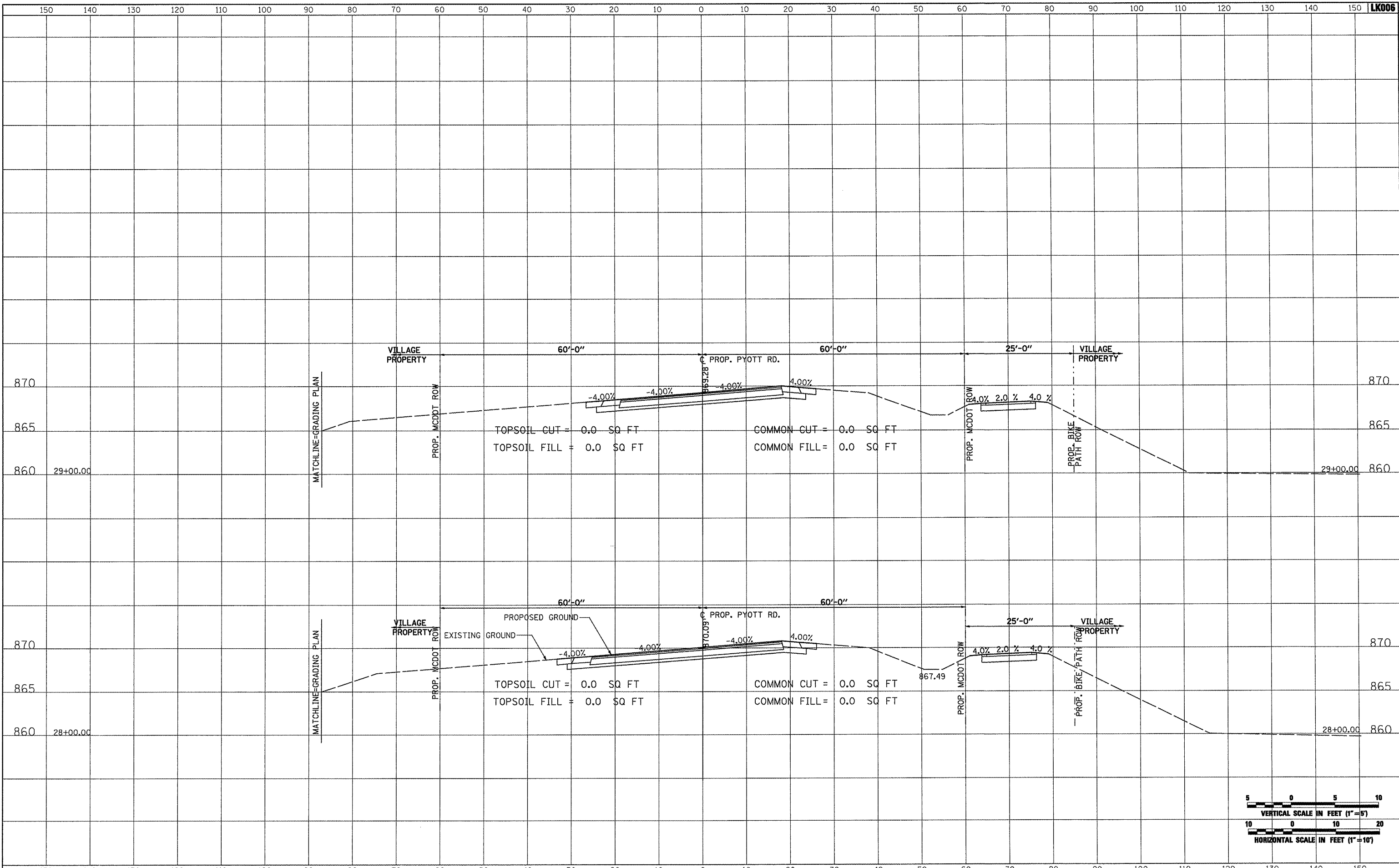


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|---|------------------------|----------------|--|---|---|--------|--------------|-----------|
| FILE NAME = J:\05\Jobs\0841\05B8021\Civil Part B\Sheets\CROSSSECTIONS.sht | USER NAME = Blair01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
| PLOT SCALE = 20.0000' / IN. | CHECKED - LDH | REVISED - | MCHENRY | | | 143 | 70 | |
| PLOT DATE = 02/25/2009, 01:52 PM | DATE - 05/21/08 | REVISED - | FEDERAL AIP, NO. 3-17-0112-810 ILLINOIS IDA NO. 3CK-3807 | | | | | |
| SCALE: AS SHOWN | | | STA. 26+00.00 TO STA. 27+00.00 | | | | | |

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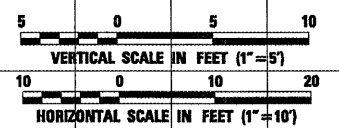
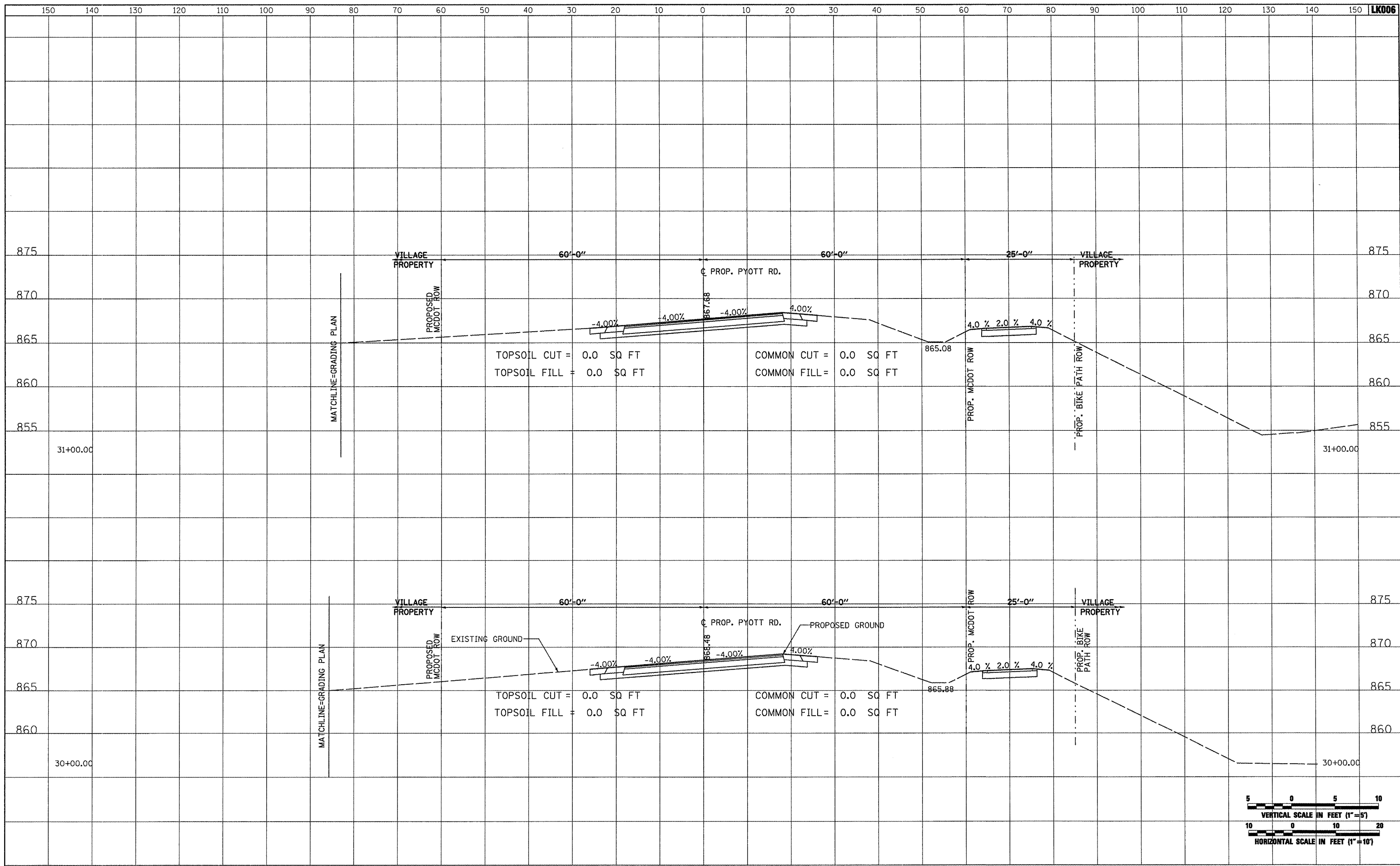


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| FILE NAME = | USER NAME = Blain01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
| I:\05Jobs\0084\0508021\Civil Part B\Sheets\CROSSSECTIONS.shx | | DRAWN - CBP | REVISED - | | | MCHENRY | 143 | 71 |
| PLOT SCALE = 20.0000' / IN. | | CHECKED - LDH | REVISED - | | | FEDERAL AIP, NO. 3-17-012-810 ILLINOIS | | |
| PLOT DATE = 02/25/2009, 01:53 PM | | DATE - 05/21/08 | REVISED - | | | IDA NO. 3CX-3807 | | |
| | | | | SCALE: AS SHOWN | STA. 28+00.00 TO STA. 29+00.00 | | | |

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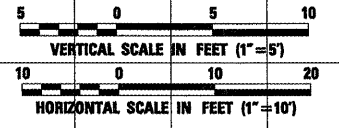
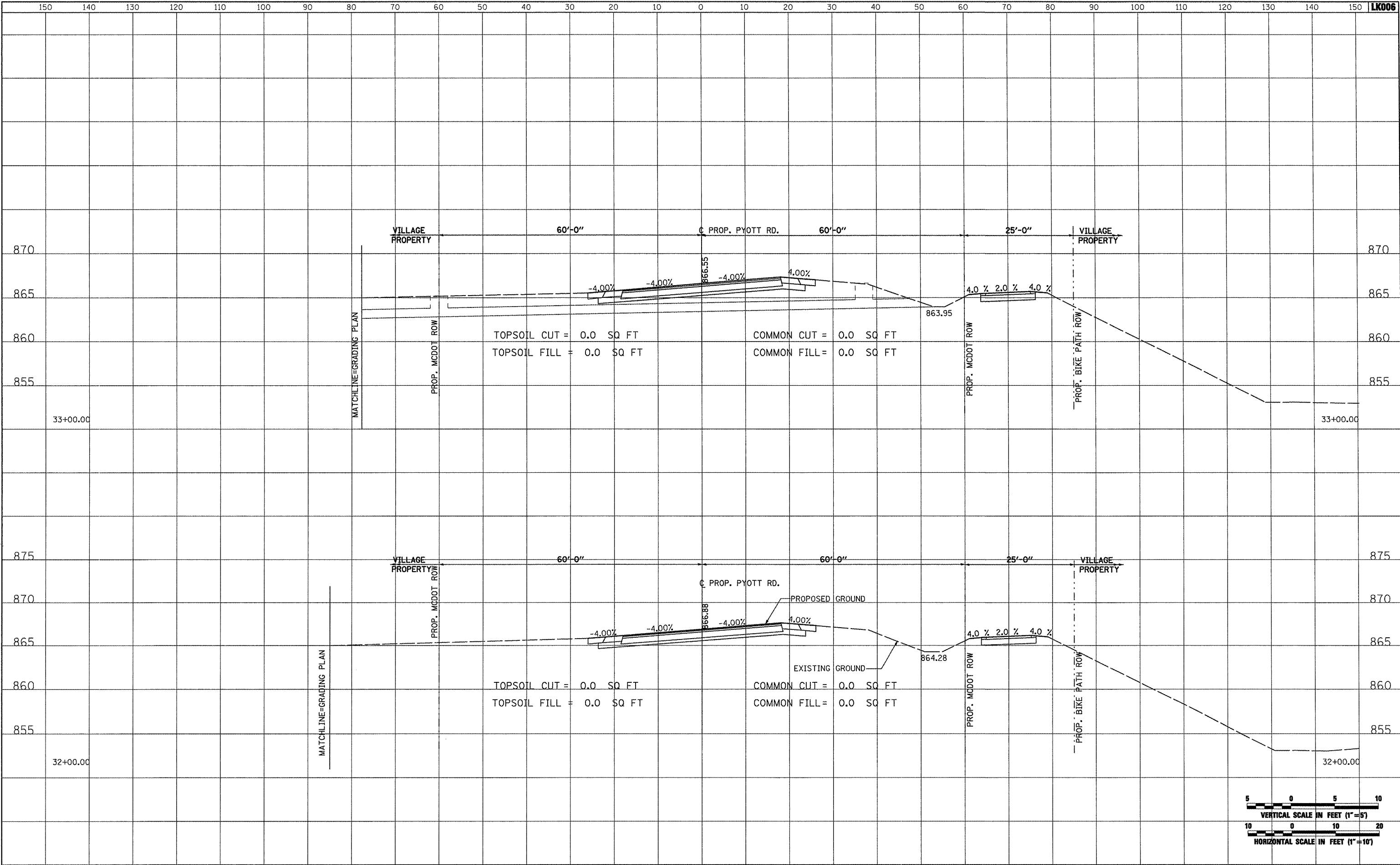


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| FILE NAME = | USER NAME = Blam01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
| J:\05Jobs\00841\0588021\Civil Part B\Sheets\CROSSSECTIONS.shx | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 72 | |
| PLOT SCALE = 20.0000' / IN. | CHECKED - LDH | REVISED - | | | | | | |
| PLOT DATE = 02/25/2009, 01:51 PM | DATE - 05/21/08 | REVISED - | | | | | | |
| | | | | | SCALE: AS SHOWN | STA. 30+00.00 TO STA. 31+00.00 | | FEDERAL AIP. NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 |

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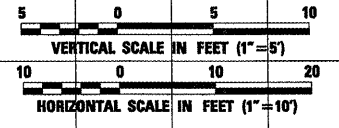
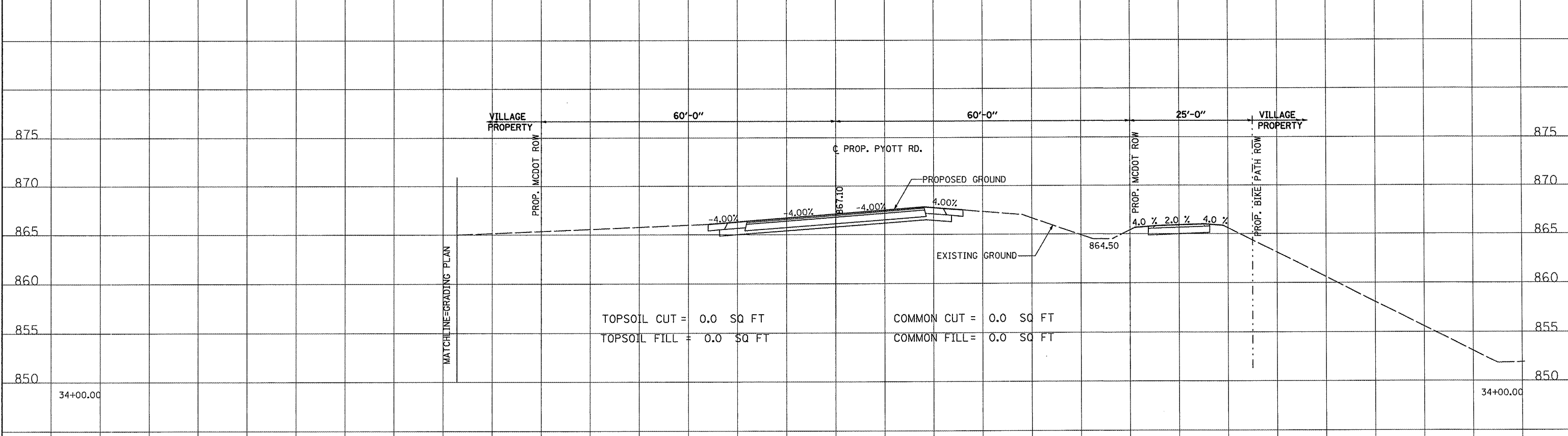
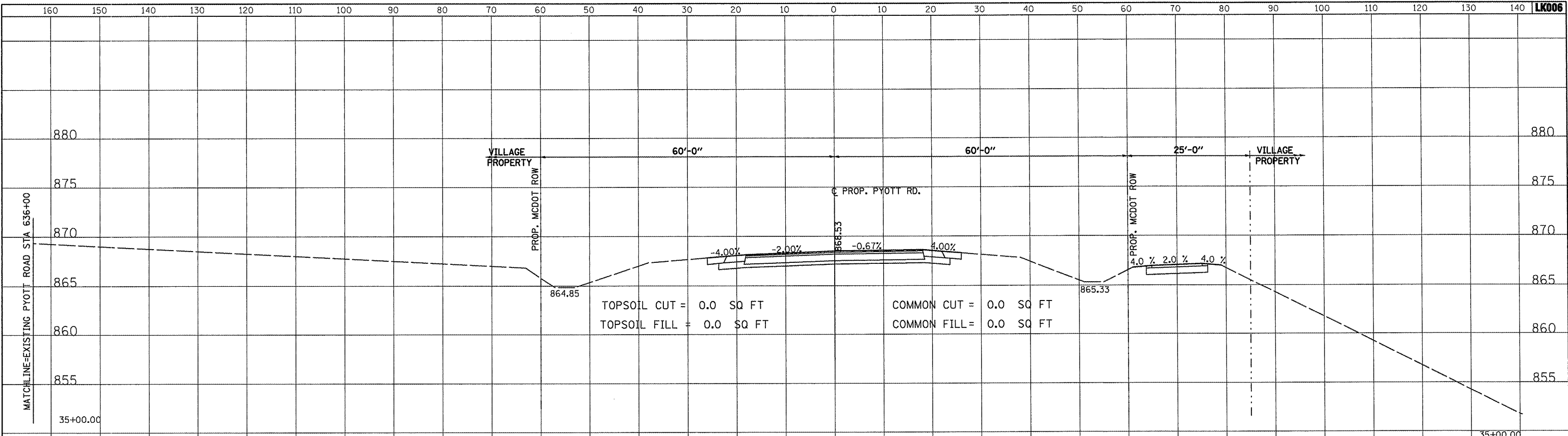


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| PLOT SCALE = 20.0000' / IN. | DATE = 05/21/08 | DRAWN - CBP | REVISED - | | SCALE: AS SHOWN | STA. 32+00.00 TO STA. 33+00.00 | MCHENRY | 143 | 73 |
| PLOT DATE = 02/25/2009, 01:52 PM | | CHECKED - LDH | REVISED - | | | | | | |
| | | DATE - 05/21/08 | REVISED - | | | | FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS | IDA NO. 3CK-3807 | |

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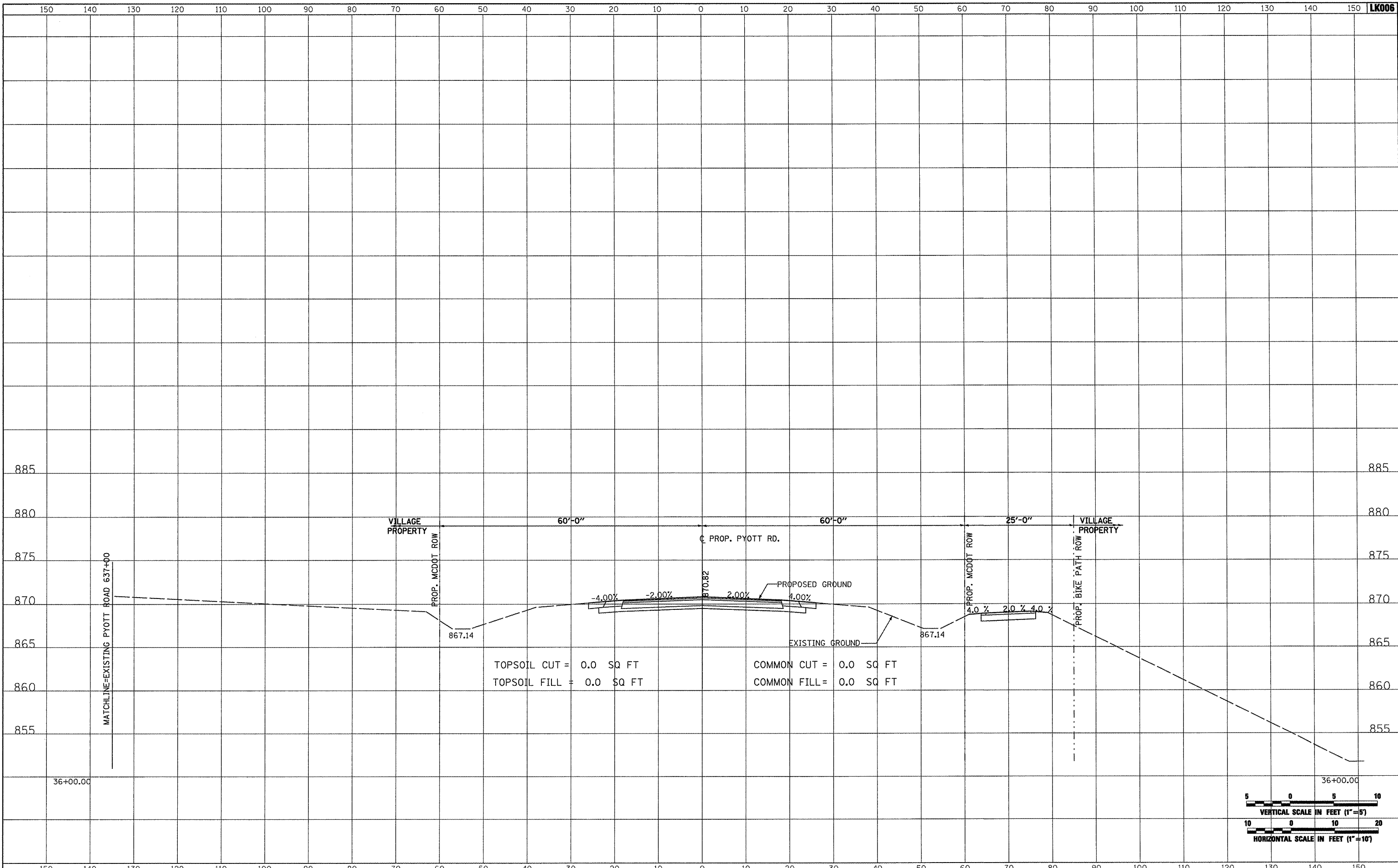


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| FILE NAME = I:\05Jobs\08041\05B8021\Civil Part B\Sheets\CRD\CROSSSECTIONS.sht | USER NAME = Blair01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
| PLOT SCALE = 20.0000' / IN. | CHECKED - LDH | REVISED - | MCHENRY | | | 143 | 74 | |
| PLOT DATE = 02/25/2009, 01:52 PM | DATE - 05/21/08 | REVISED - | FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | | | | |
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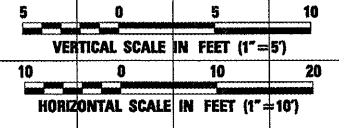
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| FINAL SURVEY | SURVEYED | BY | DATE |
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| ORIGINAL SURVEY | SURVEYED | BY | DATE |
| NOTE BOOK | PLOTTED | | |
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TOPSOIL CUT = 0.0 SQ FT
 TOPSOIL FILL = 0.0 SQ FT
 COMMON CUT = 0.0 SQ FT
 COMMON FILL = 0.0 SQ FT

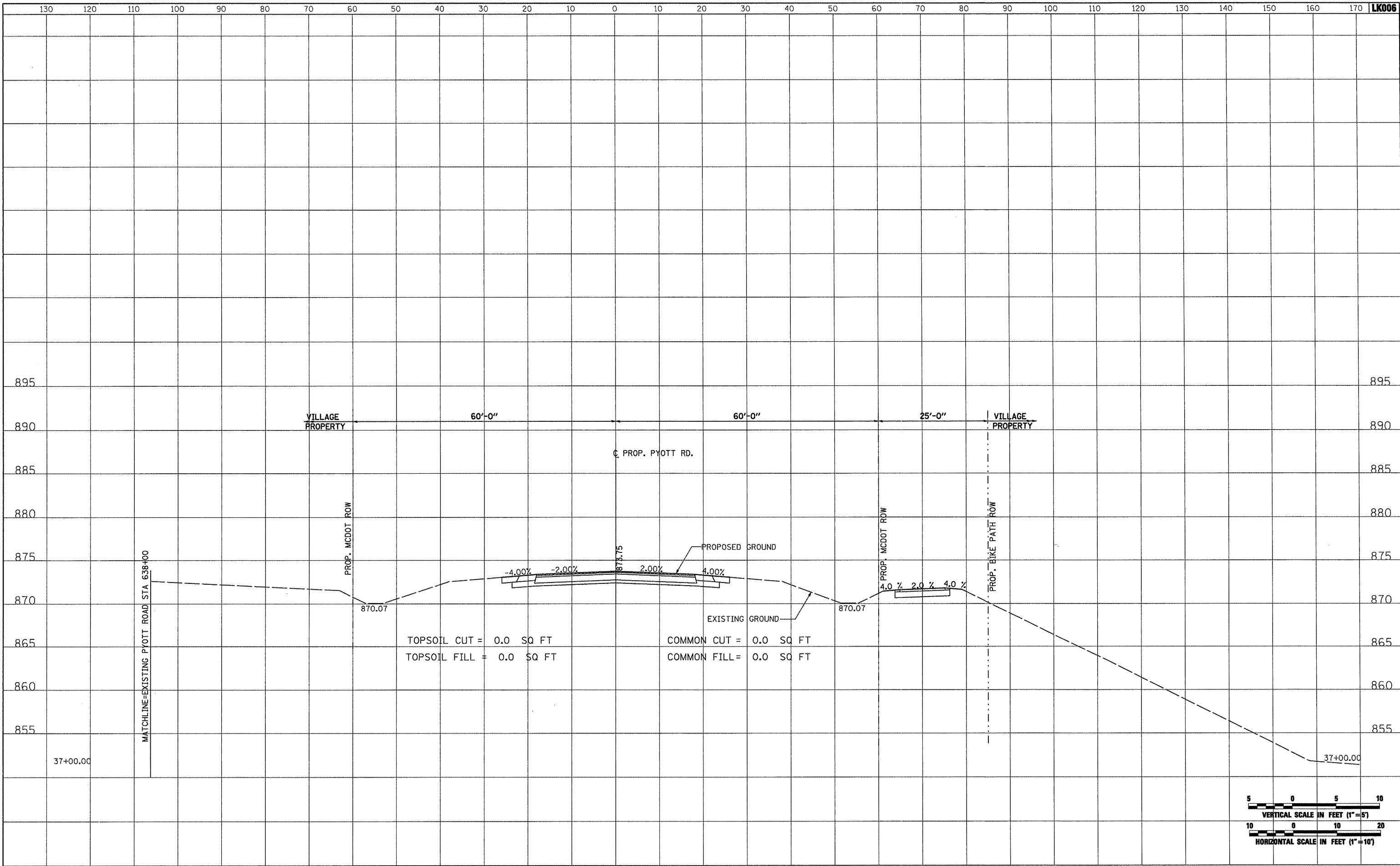


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| FILE NAME = I:\05Jobs\00041\05B0021\Civil Part 8\Sheets\CROSSSECTIONS.sht | USER NAME = blain01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - CBP | REVISED - | | | MCHENRY | 143 | 75 |
| | | CHECKED - LDH | REVISED - | | | | | |
| | | DATE - 05/21/08 | REVISED - | | | | | |
| PLOT SCALE = 20.0000' / IN. | | DATE - 05/21/08 | | SCALE: AS SHOWN | | STA. 36+00.00 TO STA. 36+00.00 | | FEDERAL AIP, NO. 3-17-0112-010 ILLINOIS IDA NO. 3CK-3807 |

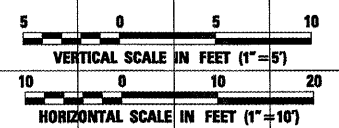
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TOPSOIL CUT = 0.0 SQ FT
 TOPSOIL FILL = 0.0 SQ FT
 COMMON CUT = 0.0 SQ FT
 COMMON FILL = 0.0 SQ FT

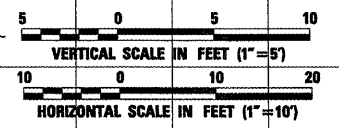
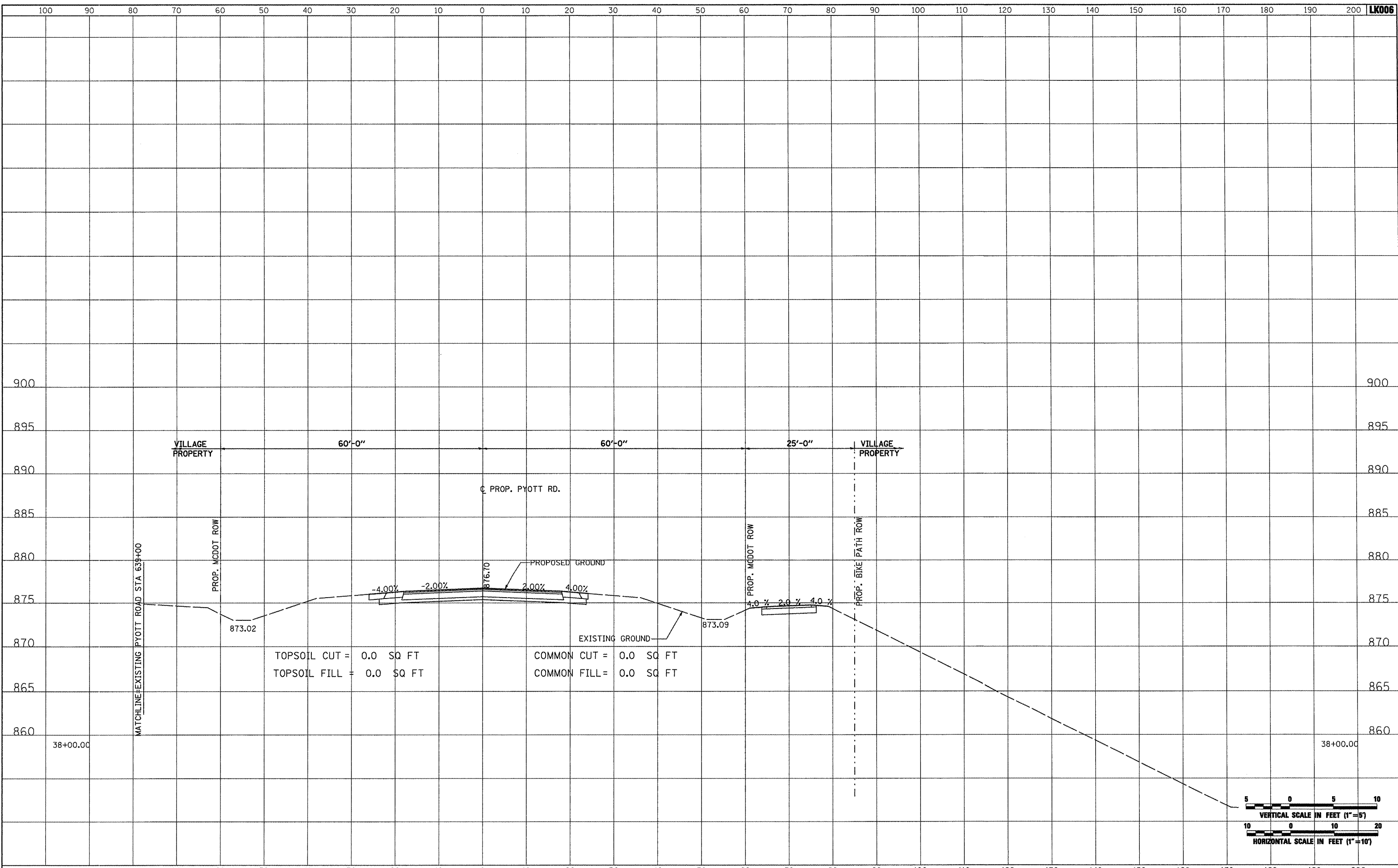


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| FILE NAME = | USER NAME = blair0219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
| I:\053\jobs\00841\0588021\Civil Part B\Sheets\CRO | SECTION5.sht | DRAWN - CBP | REVISED - | | | MCHENRY | 143 | 76 |
| | PLOT SCALE = 20.0000' / IN. | CHECKED - LDH | REVISED - | | | | | |
| | PLOT DATE = 02/25/2009, 01:52 PM | DATE - 05/21/08 | REVISED - | | | FEDERAL AIP, NO. 3-17-0112-010 ILLINOIS | IDA NO. 3CK-3807 | |

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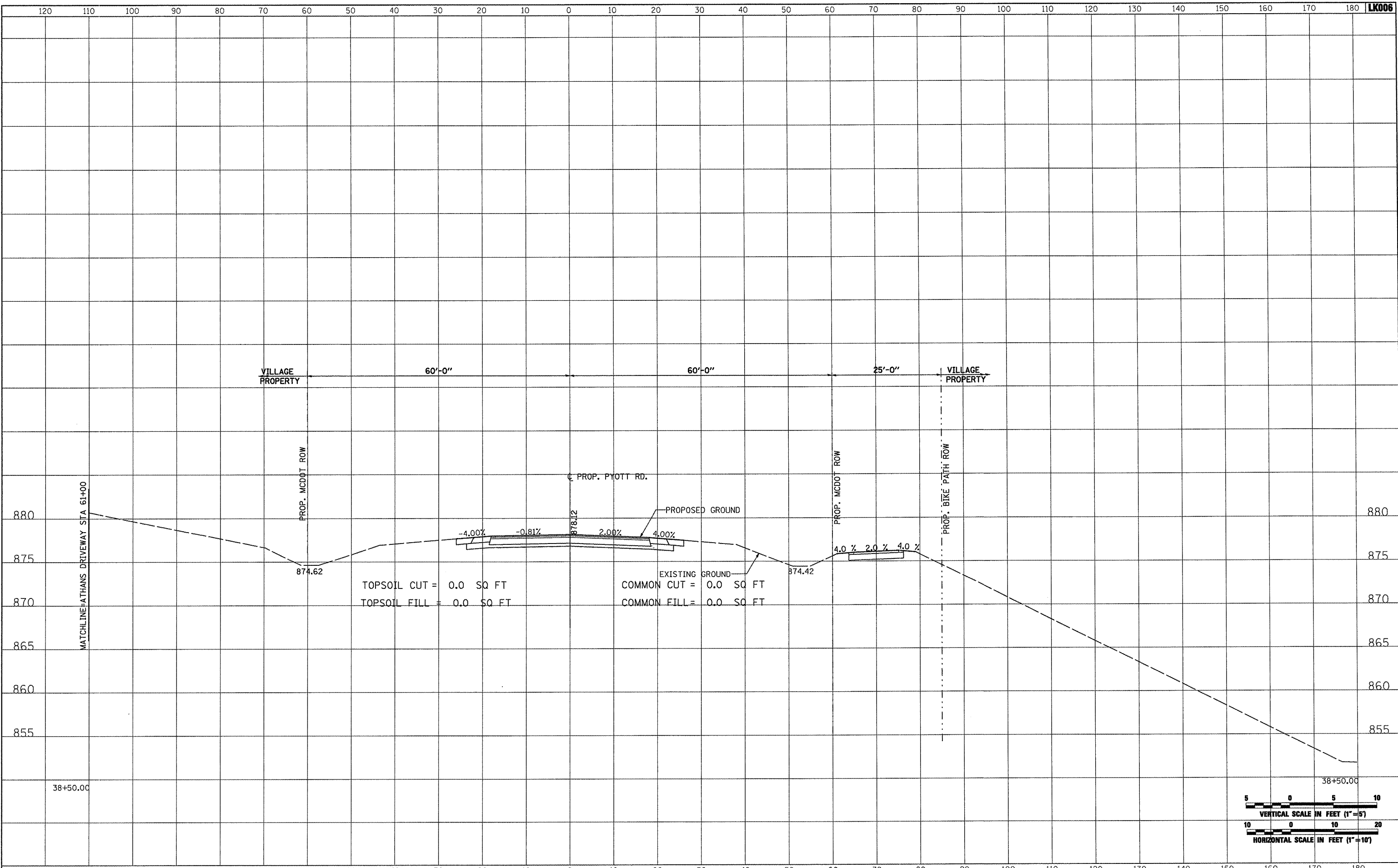


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| | | DRAWN - CBP | REVISED - | | | MCHENRY | 143 | 77 |
| | | CHECKED - LDH | REVISED - | | | | | |
| | | DATE - 05/21/08 | REVISED - | | | | | |
| PLOT SCALE = 20.0000' / IN. | | SCALE: AS SHOWN | | STA. 38+00.00 TO STA. 38+00.00 | | FEDERAL AIP. NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | |
| PLOT DATE = 02/25/2009, 01:52 PM | | | | | | | | |

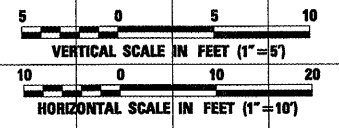
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TOPSOIL CUT = 0.0 SQ FT
 TOPSOIL FILL = 0.0 SQ FT
 EXISTING GROUND
 COMMON CUT = 0.0 SQ FT
 COMMON FILL = 0.0 SQ FT

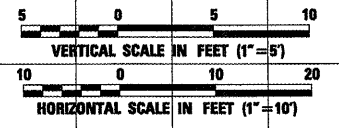
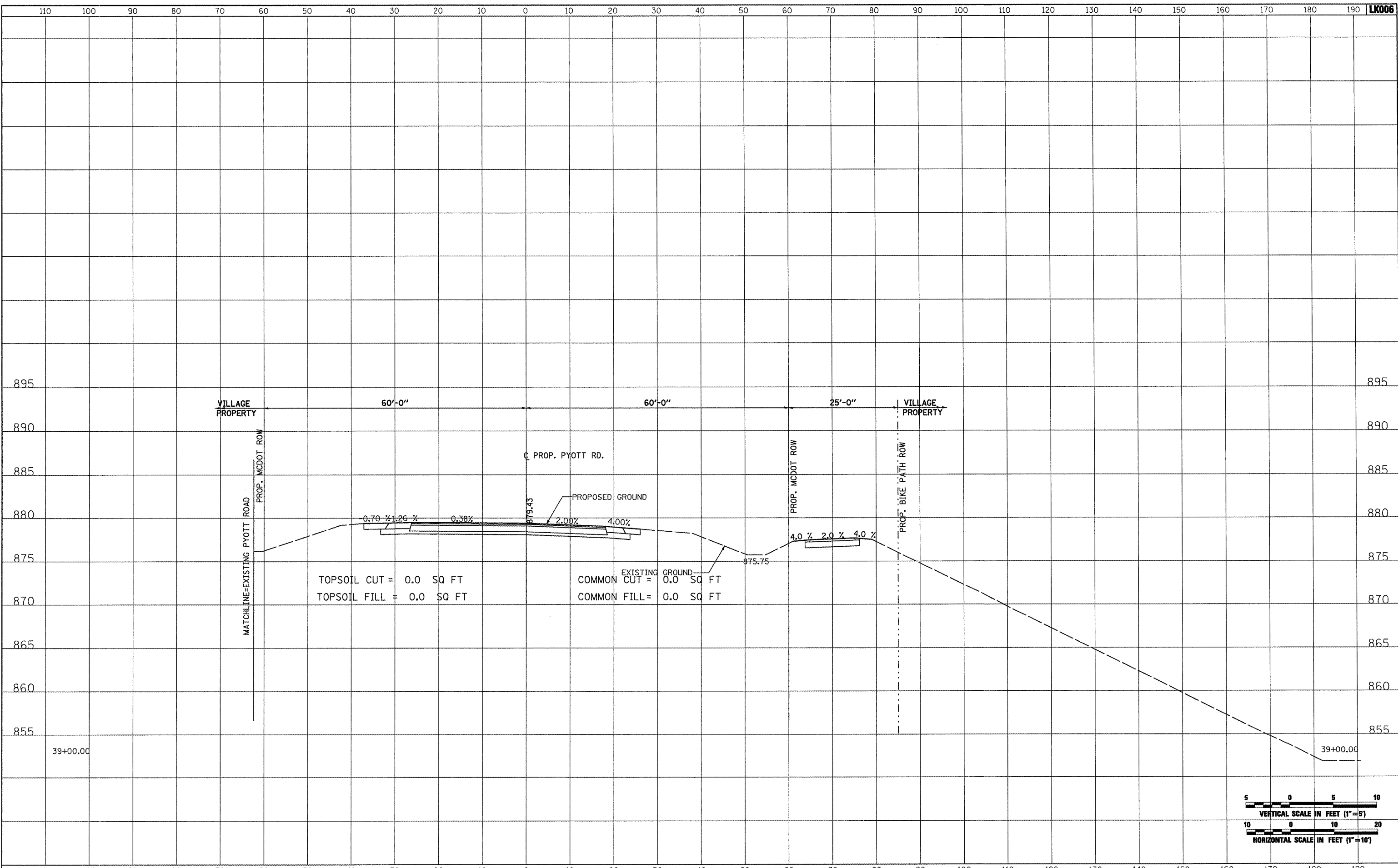


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| FILE NAME = I:\05Jobs\00841\0588021\Civil Part B\Sheets\CROSSSECTIONS.sht | USER NAME = Blm01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
| PLOT SCALE = 20.0000' / IN. | CHECKED - LDH | REVISED - | MCHENRY | | | 143 | 78 | |
| PLOT DATE = 02/25/2009, 01:52 PM | DATE - 05/21/08 | REVISED - | FEDERAL AIP, NO. 3-17-0112-810 ILLINOIS IDA NO. 3CK-3807 | | | | | |
| SCALE: AS SHOWN | | | STA. 38+50.00 TO STA. 38+50.00 | | | | | |

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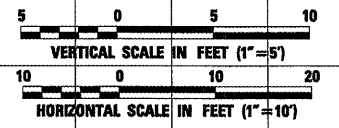
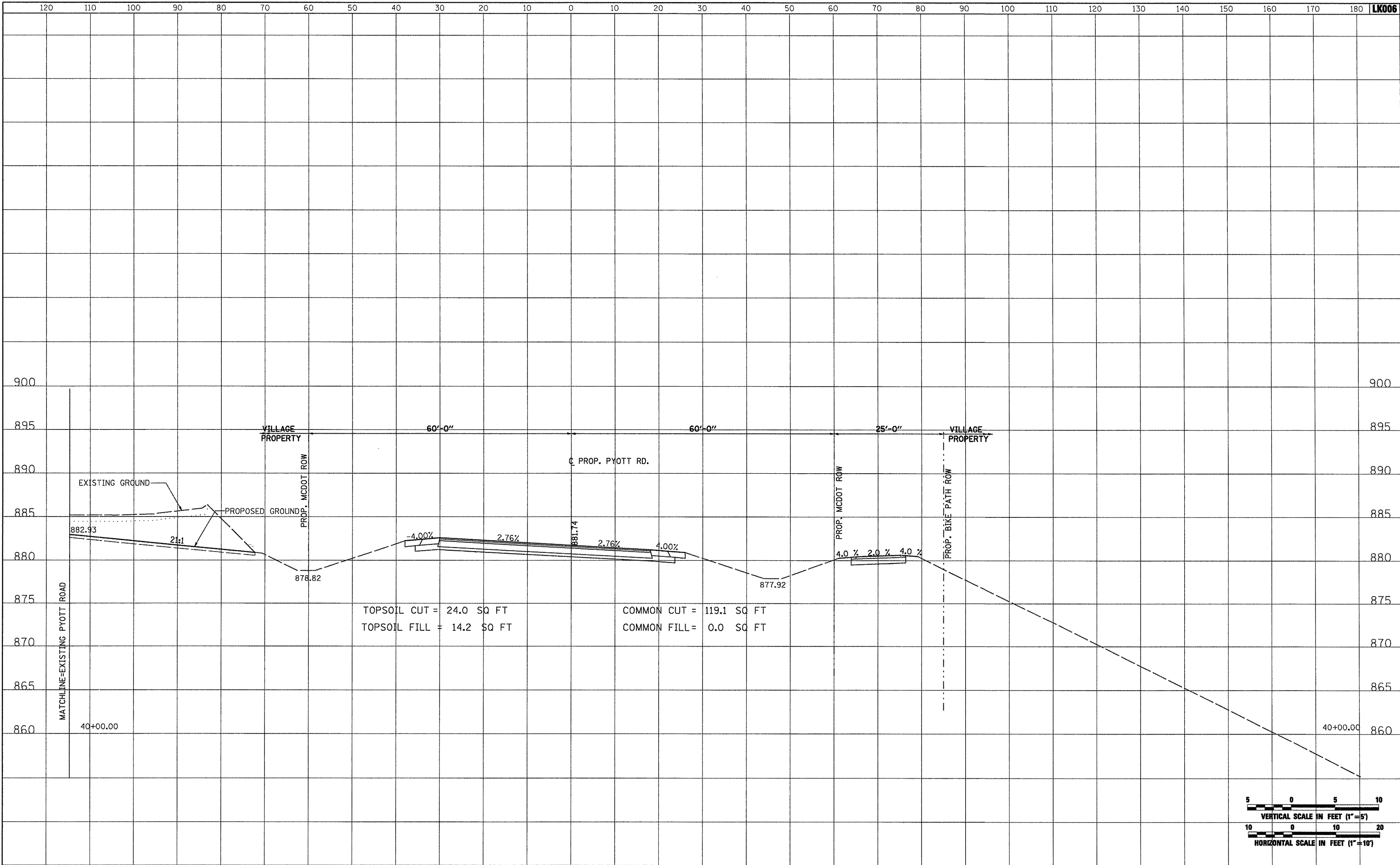


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| FILE NAME = | USER NAME = Blam01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
| I:\05Jobs\0884\0588021\Civil Part B\Sheets\CROSSSECTIONS.sht | | DRAWN - CBP | REVISED - | | | MCHENRY | 143 | 79 |
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| PLOT DATE = 02/25/2009, 01:52 PM | | DATE - 05/21/08 | REVISED - | | | | | |

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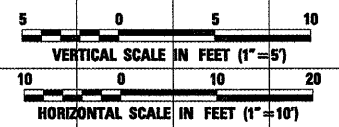
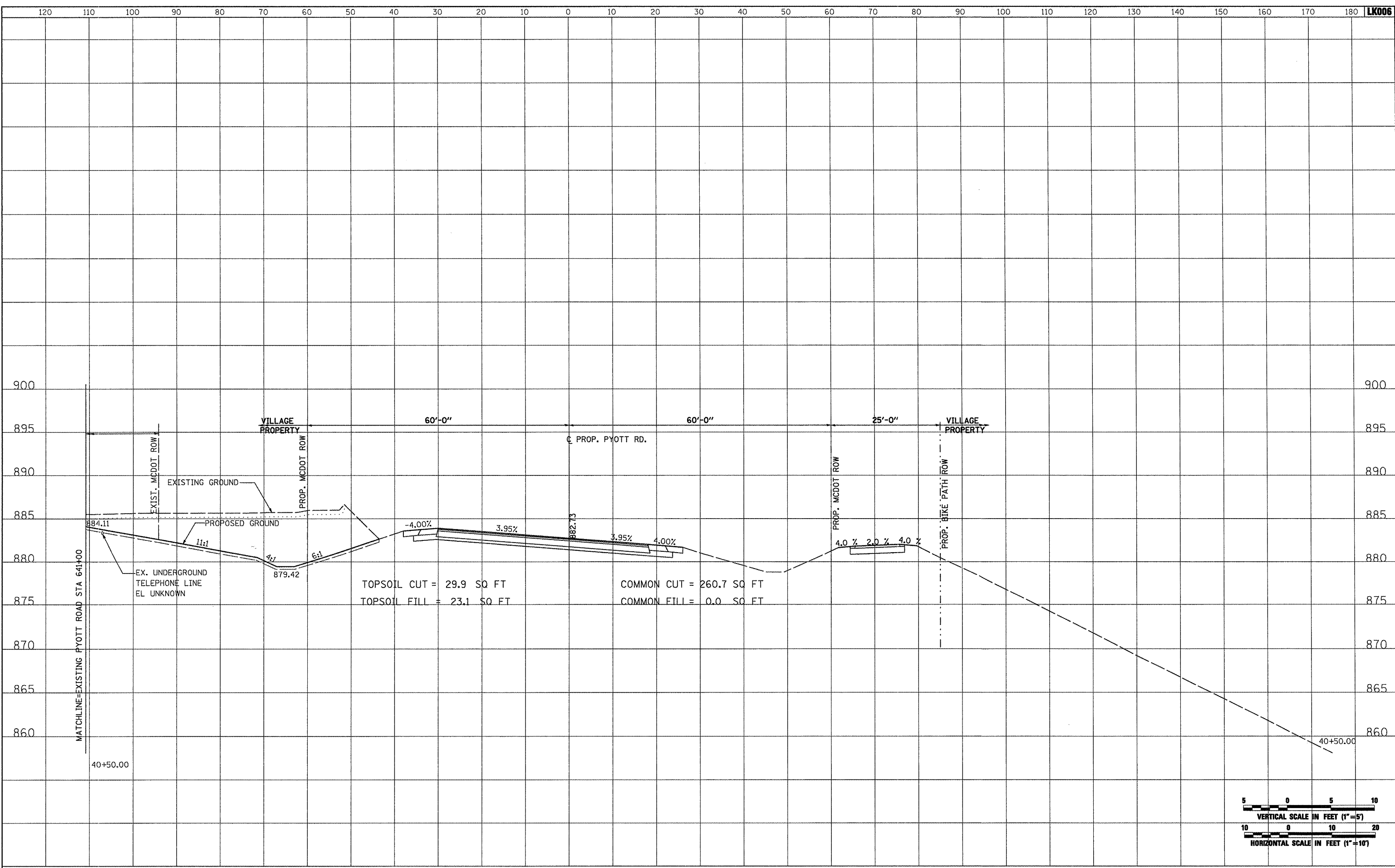


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| FILE NAME = | USER NAME = B10110219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
| I:\05Jobs\00841\0588021\Civil Part B\Sheets\CROSSSECTIONS.shx | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 80 | |
| PLOT SCALE = 20.0000' / IN. | CHECKED - LDH | REVISED - | FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | | | | |
| PLOT DATE = 02/25/2009, 01:52 PM | DATE - 05/21/08 | REVISED - | SCALE: AS SHOWN | | | STA. 40+00.00 TO STA. 40+00.00 | | |

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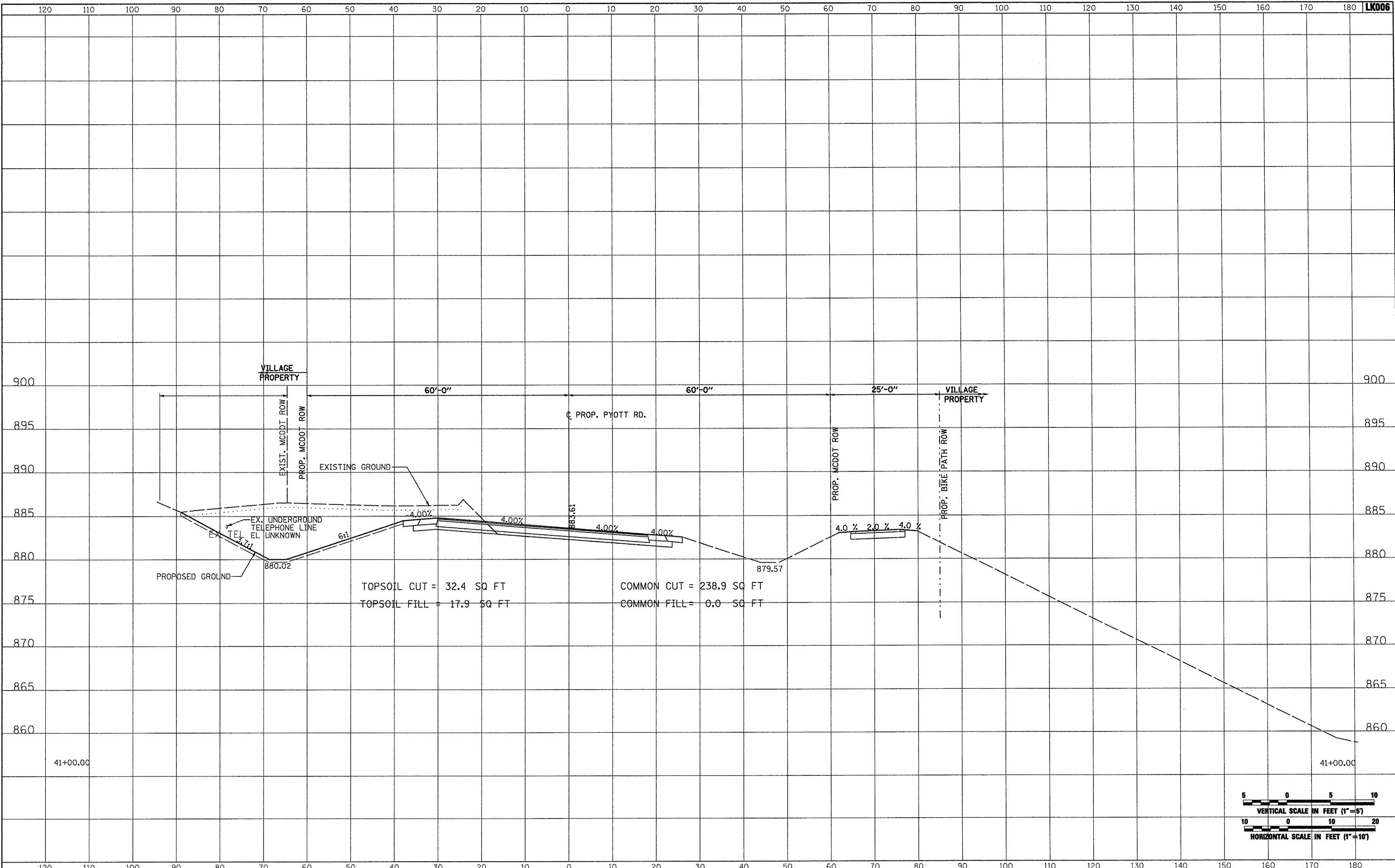


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| FILE NAME = | USER NAME = blm0219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
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| PLOT SCALE = 20.0000' / IN. | | CHECKED - LDH | REVISED - | | | | | |
| PLOT DATE = 02/25/2009, 01:52 PM | | DATE - 05/21/08 | REVISED - | | | | | |
| SCALE: AS SHOWN | | | | | STA. 40+50.00 TO STA. 40+50.00 | | FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CR-3807 | |

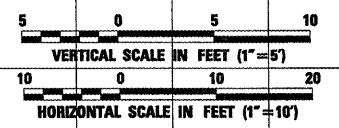
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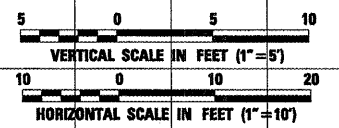
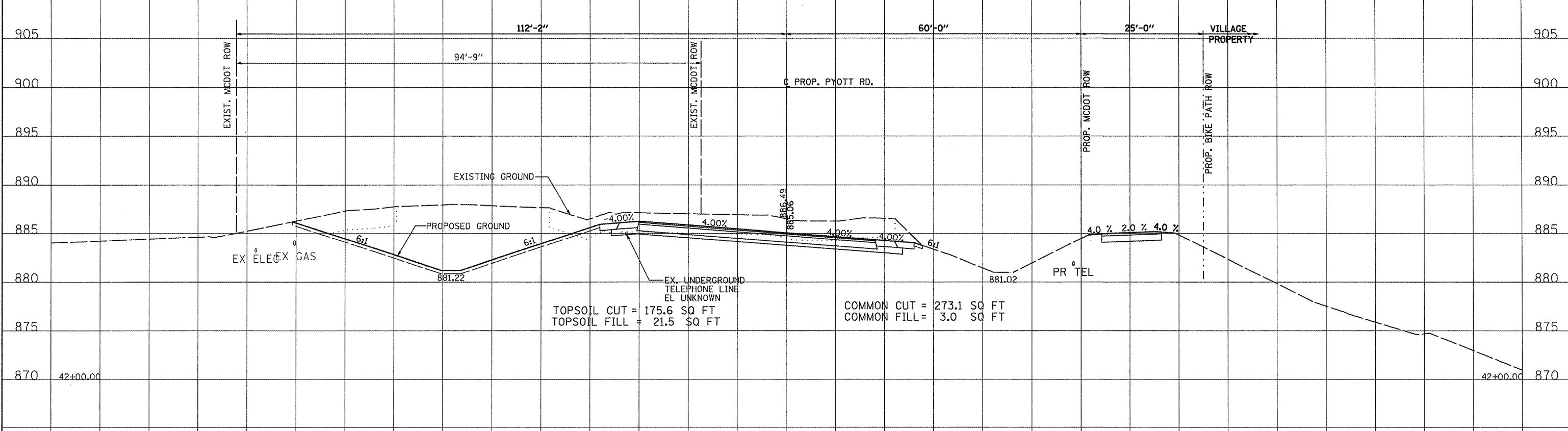
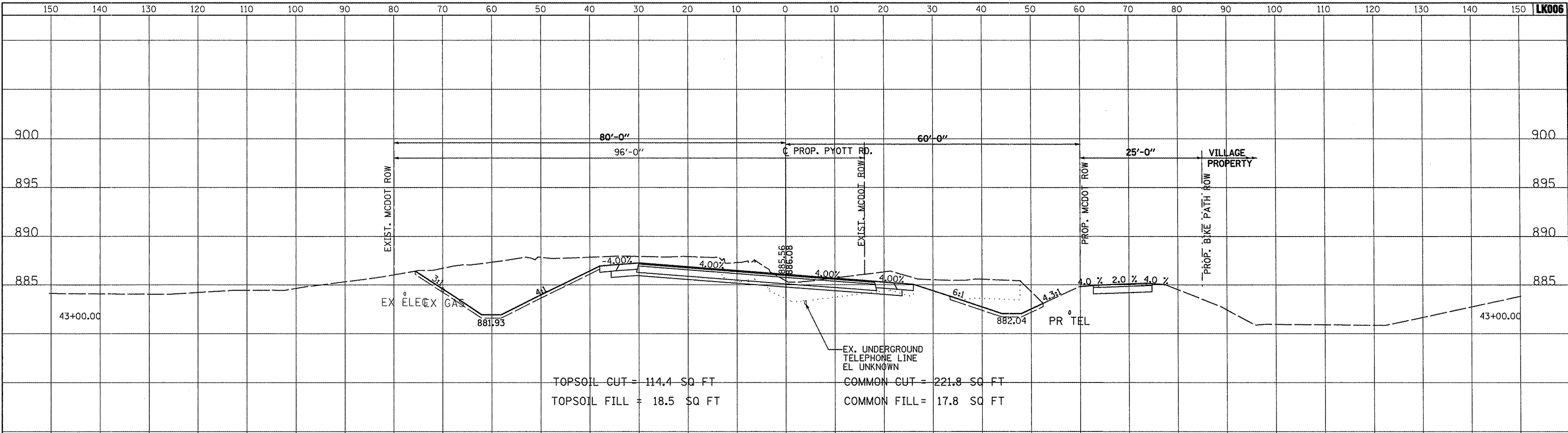
TOPSOIL CUT = 32.4 SQ FT
 TOPSOIL FILL = 17.9 SQ FT
 COMMON CUT = 238.9 SQ FT
 COMMON FILL = 0.0 SQ FT



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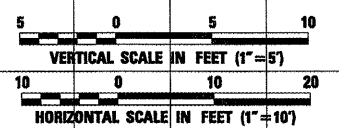
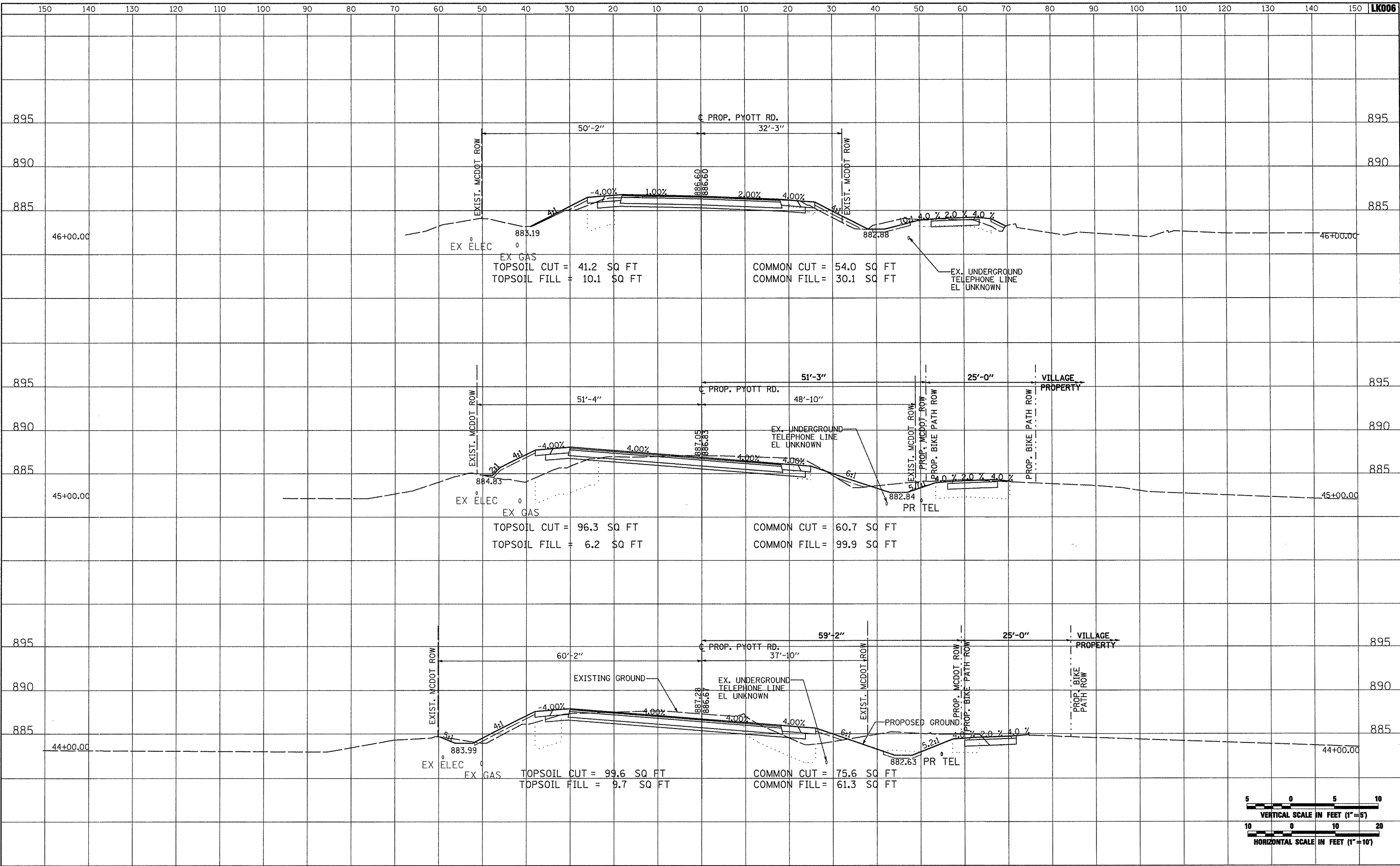


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| FILE NAME = | USER NAME = blm01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED PYOTT ROAD | | COUNTY | TOTAL SHEETS | SHEET NO. |
| I:\05Jobs\0884\0588821\Civil Part B\Sheets\CROSSSECTIONS.sht | | DRAWN - CBP | REVISED - | | MCHENRY | 143 | 83 | | |
| PLOT SCALE = 20.0000' / IN. | | CHECKED - LDH | REVISED - | | | | | | |
| PLOT DATE = 02/25/2009, 01:52 PM | | DATE - 05/21/08 | REVISED - | | | | | | |
| | | | | SCALE: AS SHOWN | STA. 42+00.00 TO STA. 43+00.00 | FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | | |

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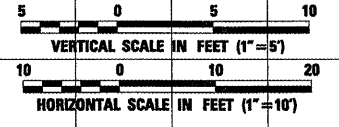
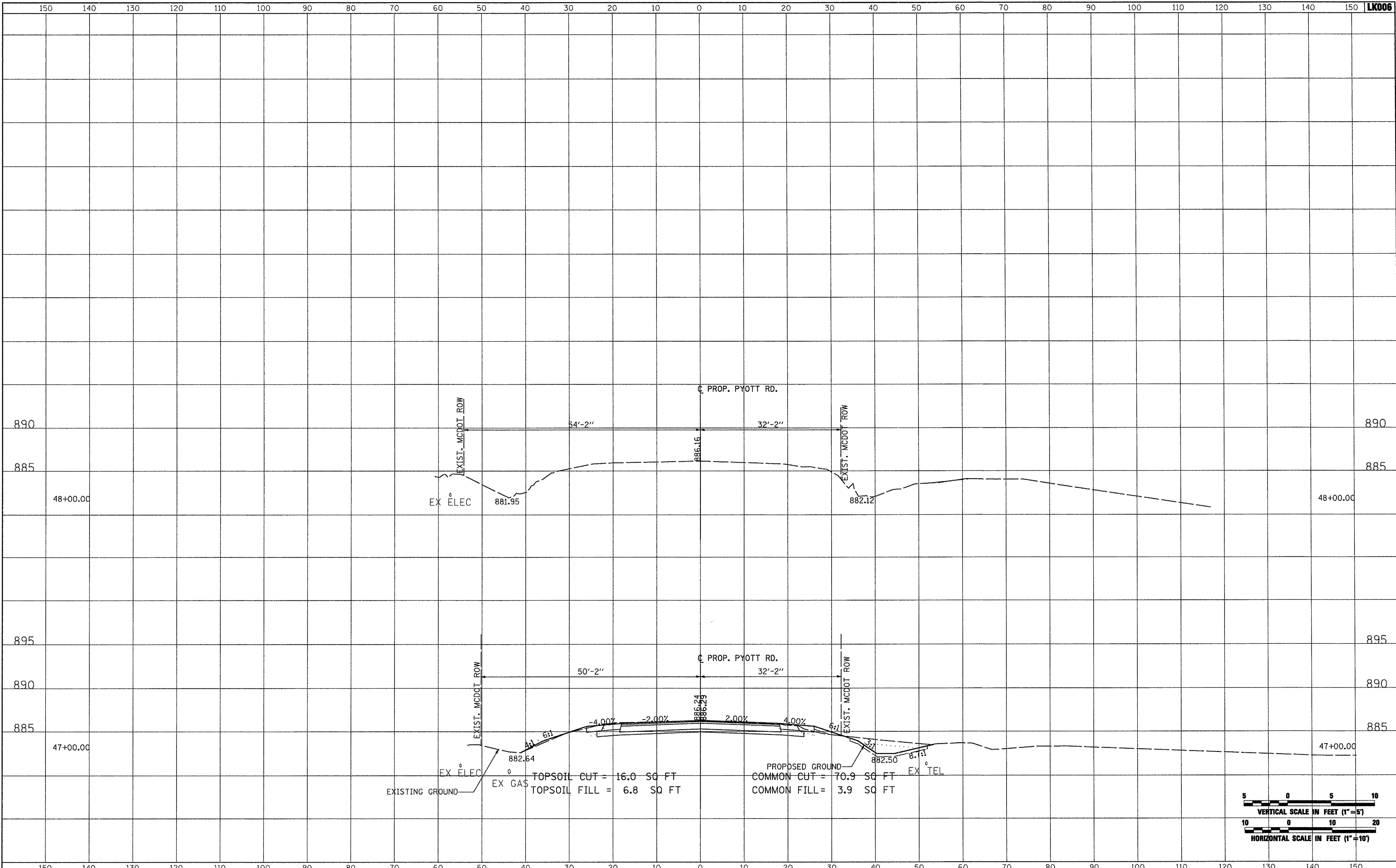


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| PLOT SCALE = 20,0000 ' / IN. | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 84 | |
| PLOT DATE = 05/21/08 | CHECKED - LDH | REVISED - | FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | | | | |
| | DATE - 05/21/08 | REVISED - | | | | | | |

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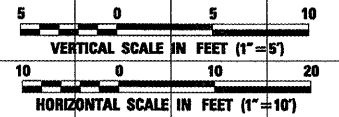
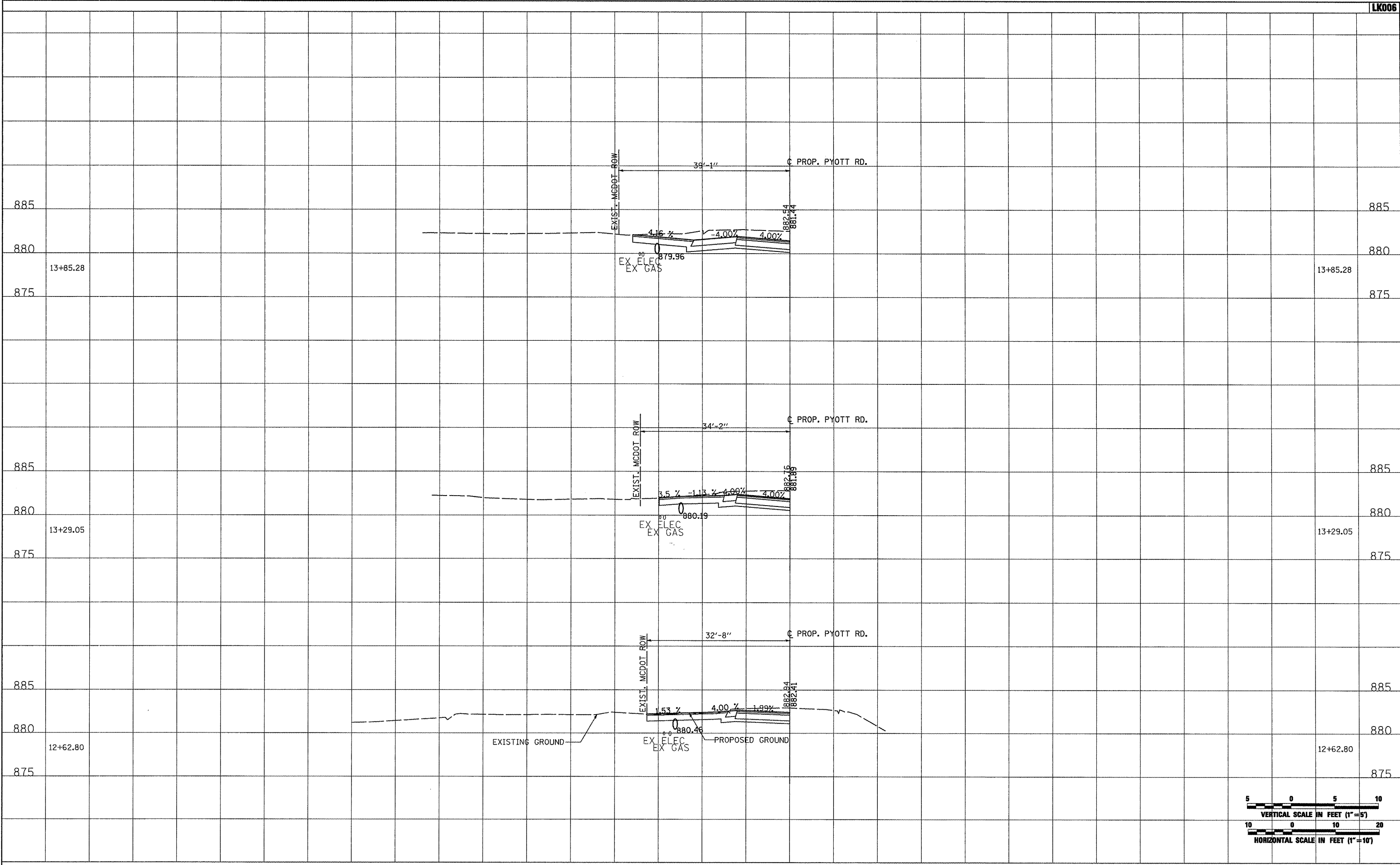


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| PLOT SCALE = 20.0000' / IN. | DRAWN - CBP | REVISOR - | MCHENRY | | | 143 | 85 | |
| PLOT DATE = 02/25/2009, 01:52 PM | CHECKED - LDH | REVISED - | SCALE: AS SHOWN | | | | | |
| | DATE - 05/21/08 | REVISED - | STA. 47+00.00 TO STA. 48+00.00 | | | | | |

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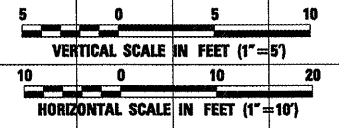
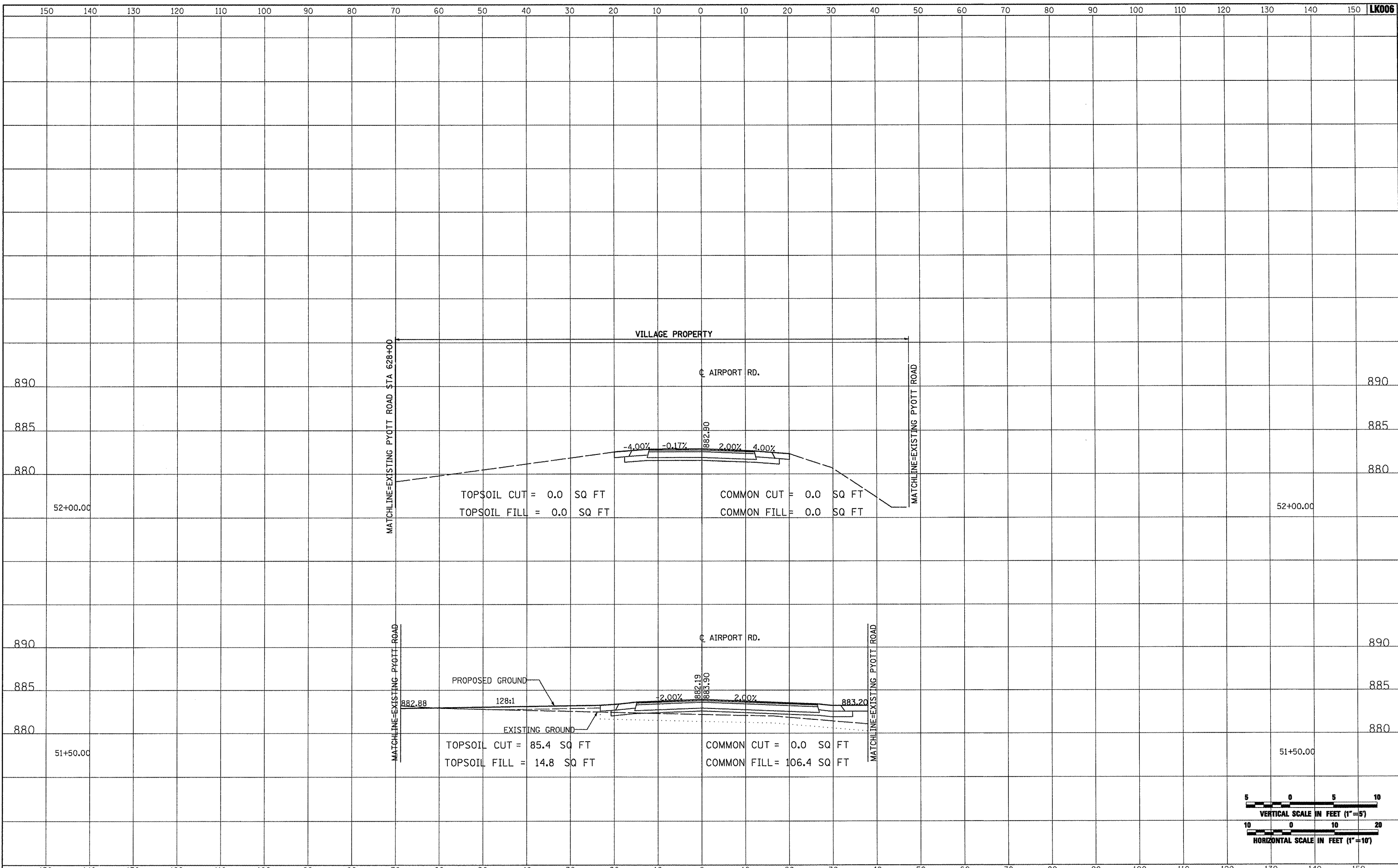


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| PLOT SCALE = 20.0000' / IN. | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 86 | |
| PLOT DATE = 02/25/2009, 01:52 PM | CHECKED - LDH | REVISED - | FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | | | | |
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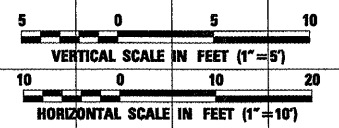
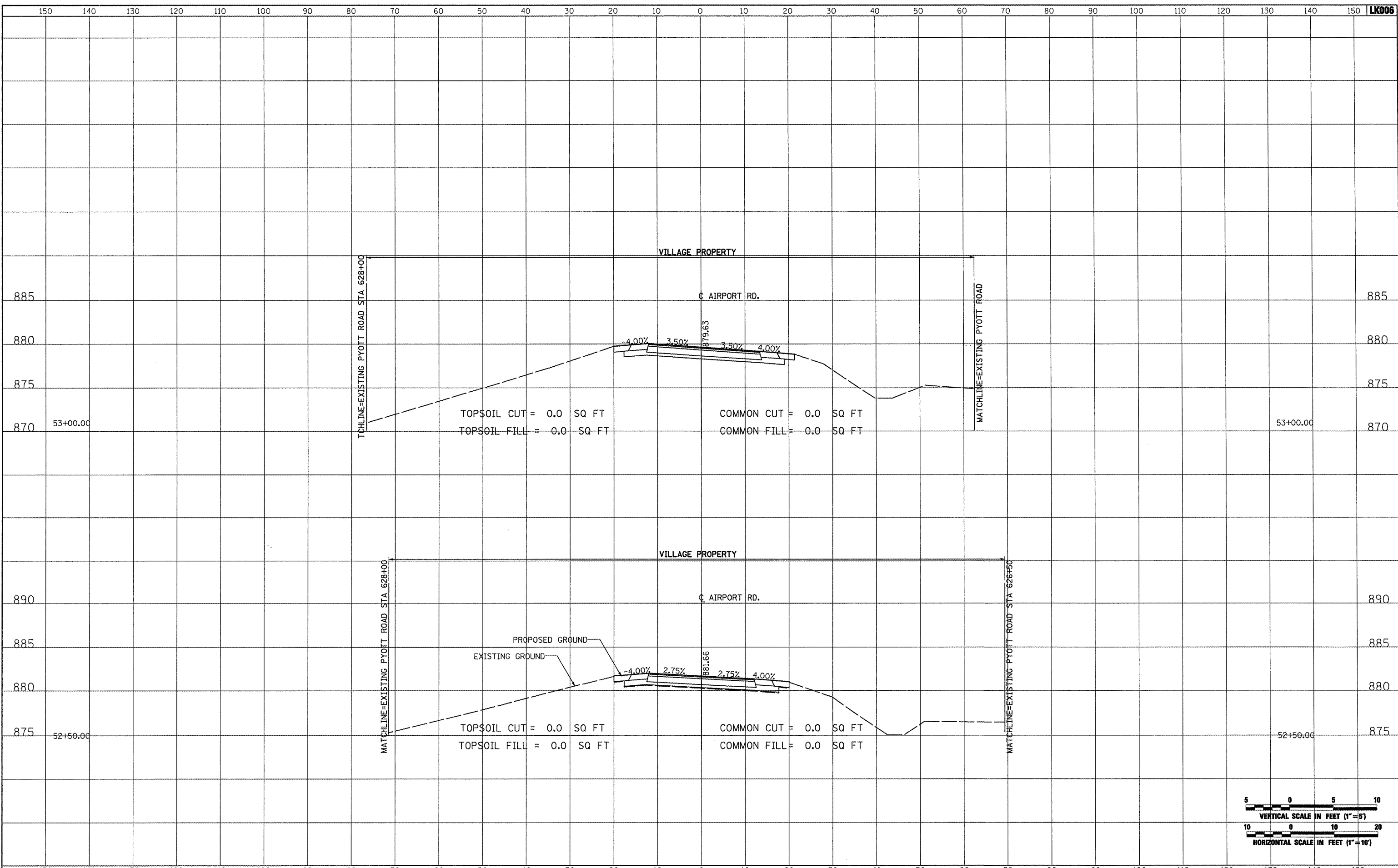


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| FILE NAME = | USER NAME = Blm01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED AIRPORT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
| h:\05jobs\00841\0568021\civil part b\sheets\CROSSSECTIONS_AirportRd.dwt | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 87 | |
| PLOT SCALE = 20.0000' / IN. | CHECKED - LDH | REVISED - | FEDERAL AIP. NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 | | | | | |
| PLOT DATE = 02/25/2009, 01:53 PM | DATE - 05/21/08 | REVISED - | SCALE: AS SHOWN STA. 51+50.00 TO STA. 52+00.00 | | | | | |

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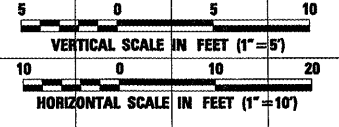
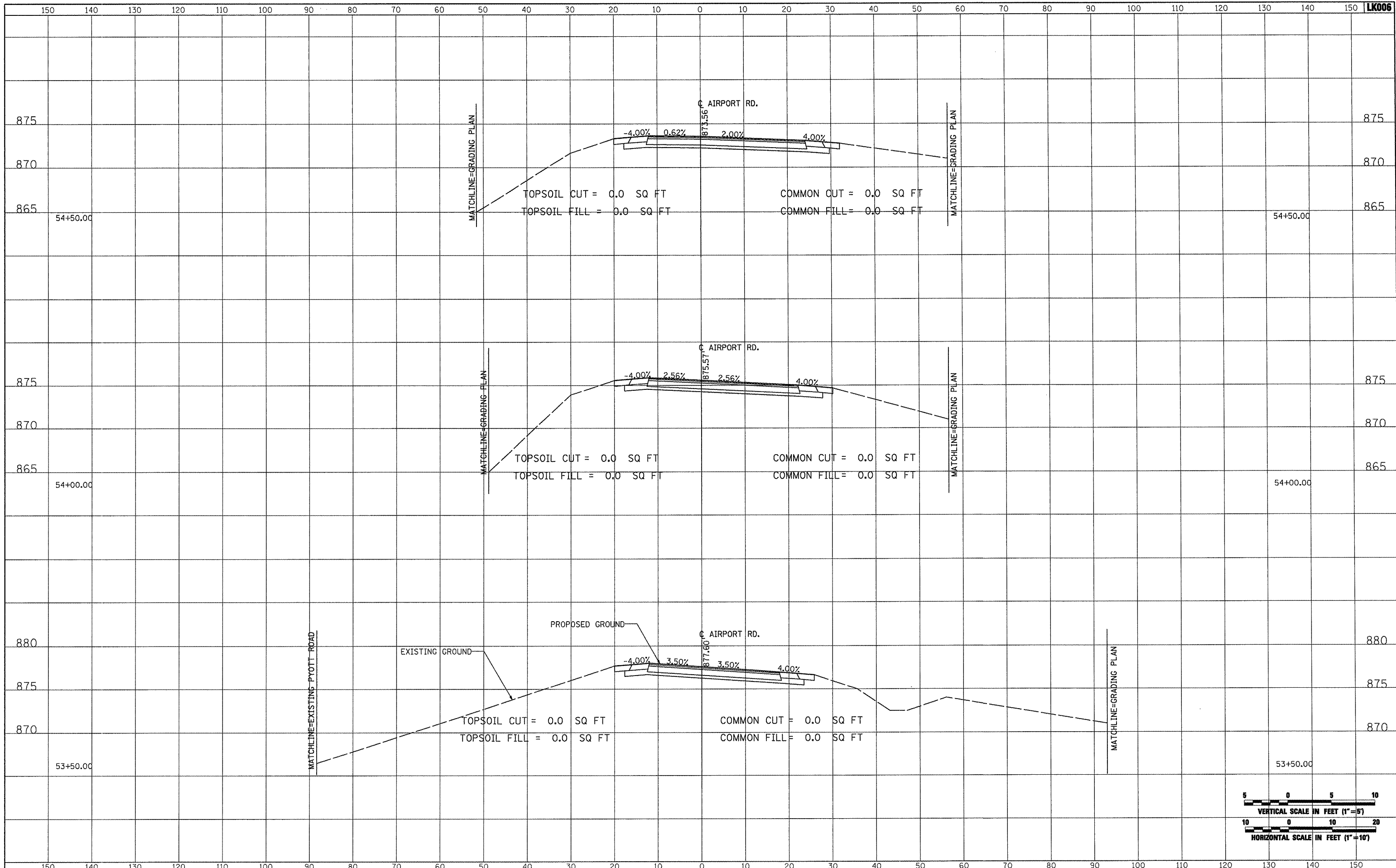


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| FILE NAME = | USER NAME = Blain01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED AIRPORT ROAD | | COUNTY | TOTAL SHEETS | SHEET NO. | |
| \\05jobs\00841\05b0021\civil part b\sheets\CROSSSECTIONS_AirportRd.sht | | DRAWN - CBP | REVISED - | | MCHENRY | 143 | 88 | | | |
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| PLOT DATE = 02/25/2009, 01:53 PM | | DATE - 05/21/08 | REVISED - | | | | | | | |

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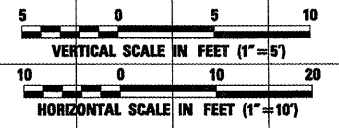
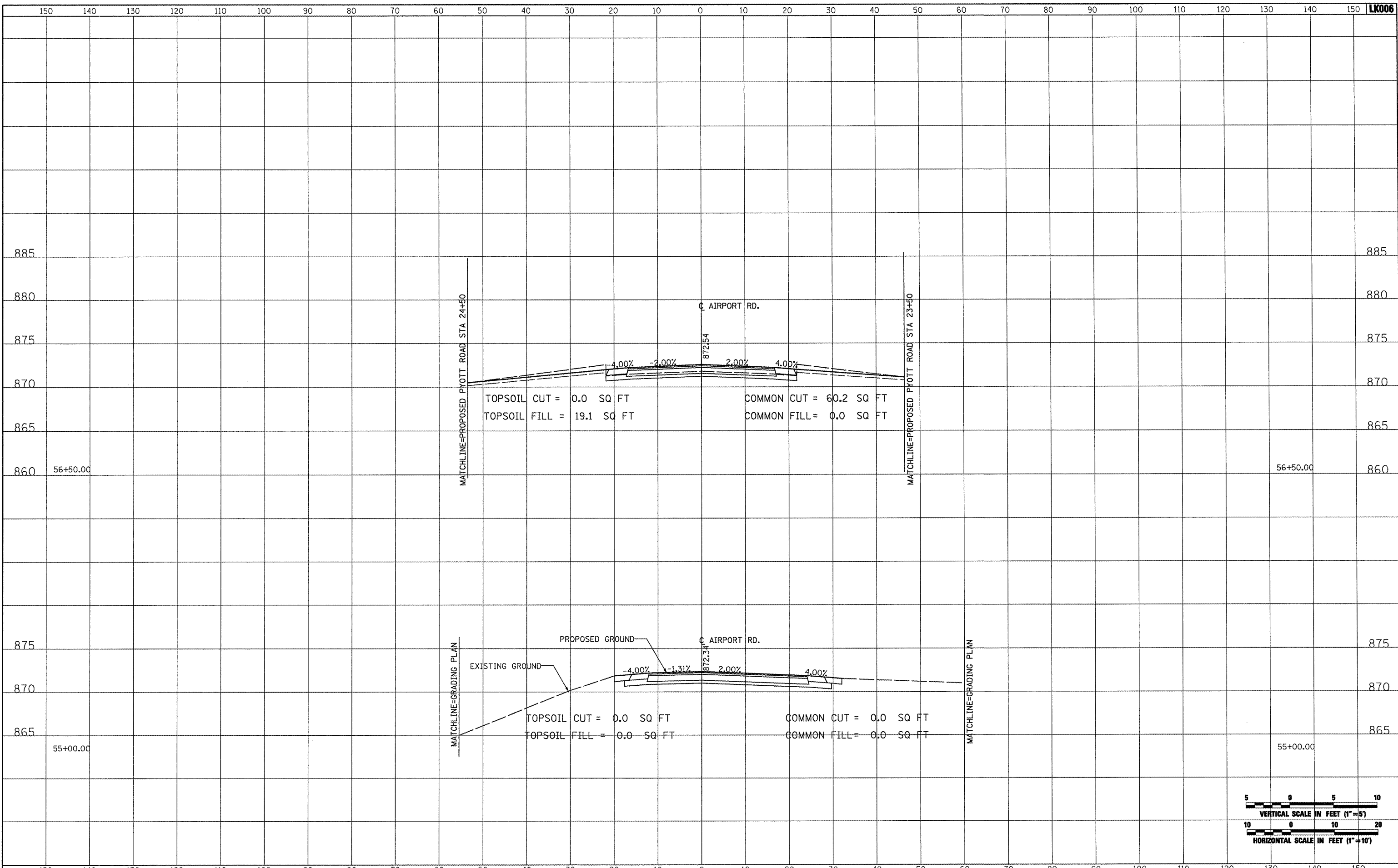


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| FILE NAME = | USER NAME = B1a1n01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED AIRPORT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
| \\05\jobs\00041\05b0021\civil part b\sheets\CROSSSECTIONS_AirportRd.sht | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 89 | |
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| PLOT DATE = 02/25/2009, 01:53 PM | DATE - 05/21/08 | REVISED - | | | | | | |
| | | | | | SCALE: AS SHOWN | STA. 53+50.00 TO STA. 54+50.00 | | FEDERAL AIP, NO. 3-17-0112-B10 ILLINOIS IDA NO. 3CK-3807 |

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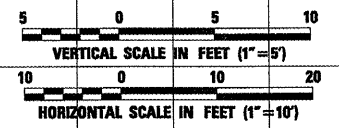
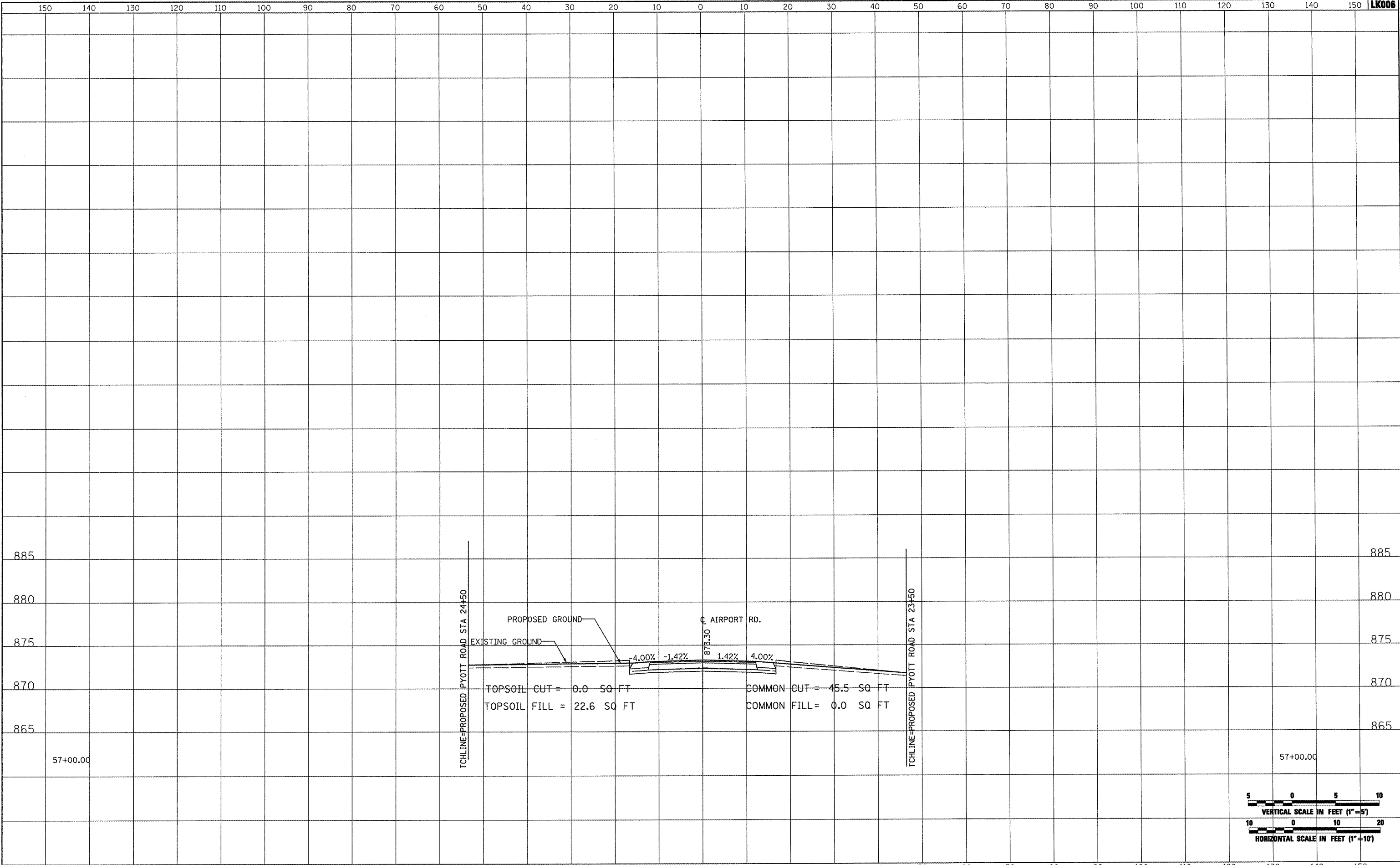


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| FILE NAME = | USER NAME = Blain01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED AIRPORT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
| :\05jobs\00841\0568021\civil part b\sheet\crosssections_AirportRd.dwt | | DRAWN - CBP | REVISED - | | | MCHENRY | 143 | 90 |
| PLOT SCALE = 20.0000' / IN. | | CHECKED - LDH | REVISED - | | | FEDERAL AIP. NO. 3-17-0112-810 ILLINOIS IDA NO. 3CK-3807 | | |
| PLOT DATE = 02/25/2009, 01:53 PM | | DATE - 05/21/08 | REVISED - | | | SCALE: AS SHOWN STA. 55+00.00 TO STA. 56+50.00 | | |

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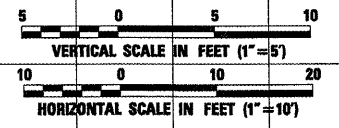
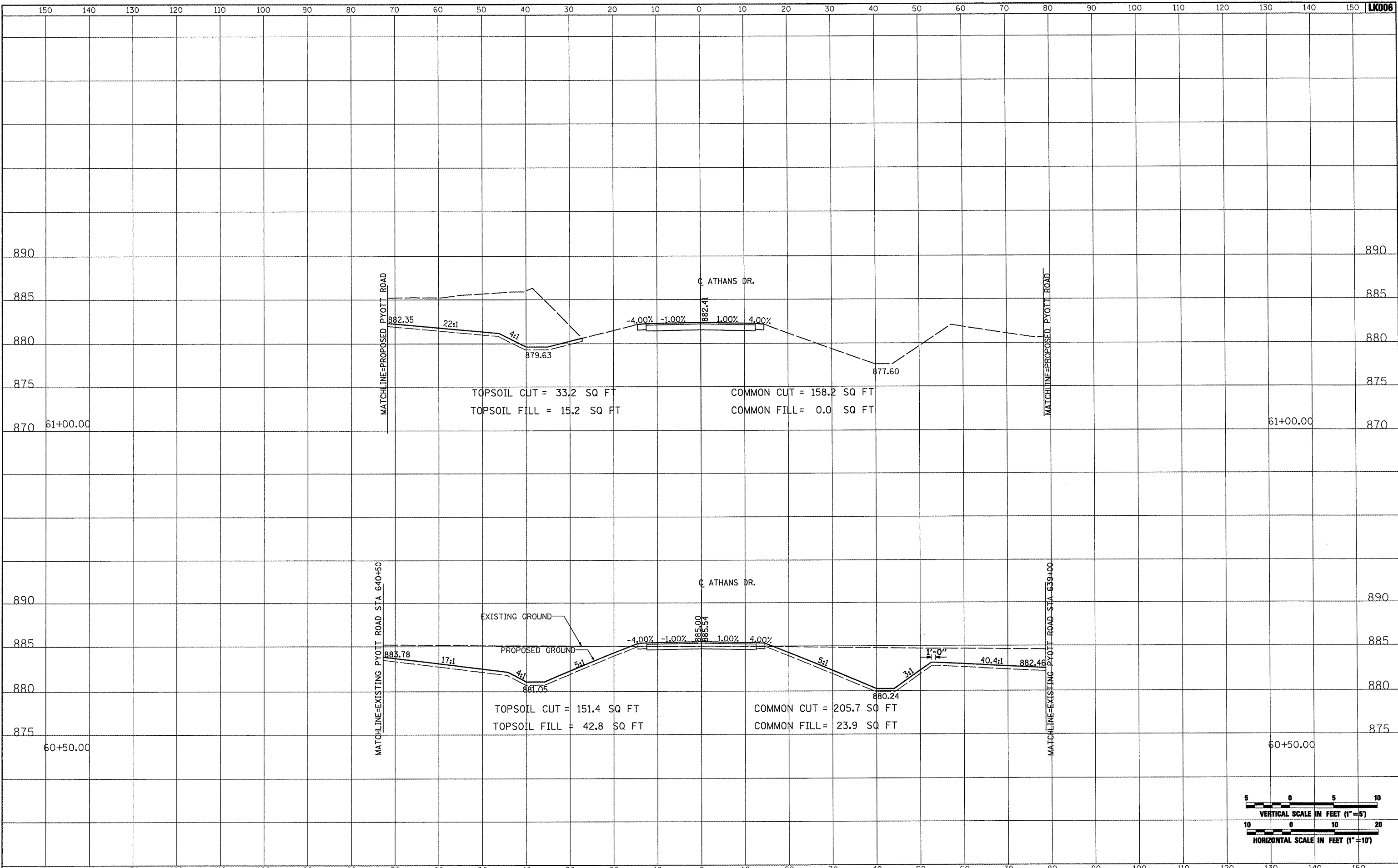


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| h:\05jobs\0084\05b8021\civil part b\sheets\CROSSSECTIONS_AirportRd.sht | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 91 | |
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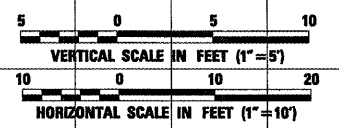
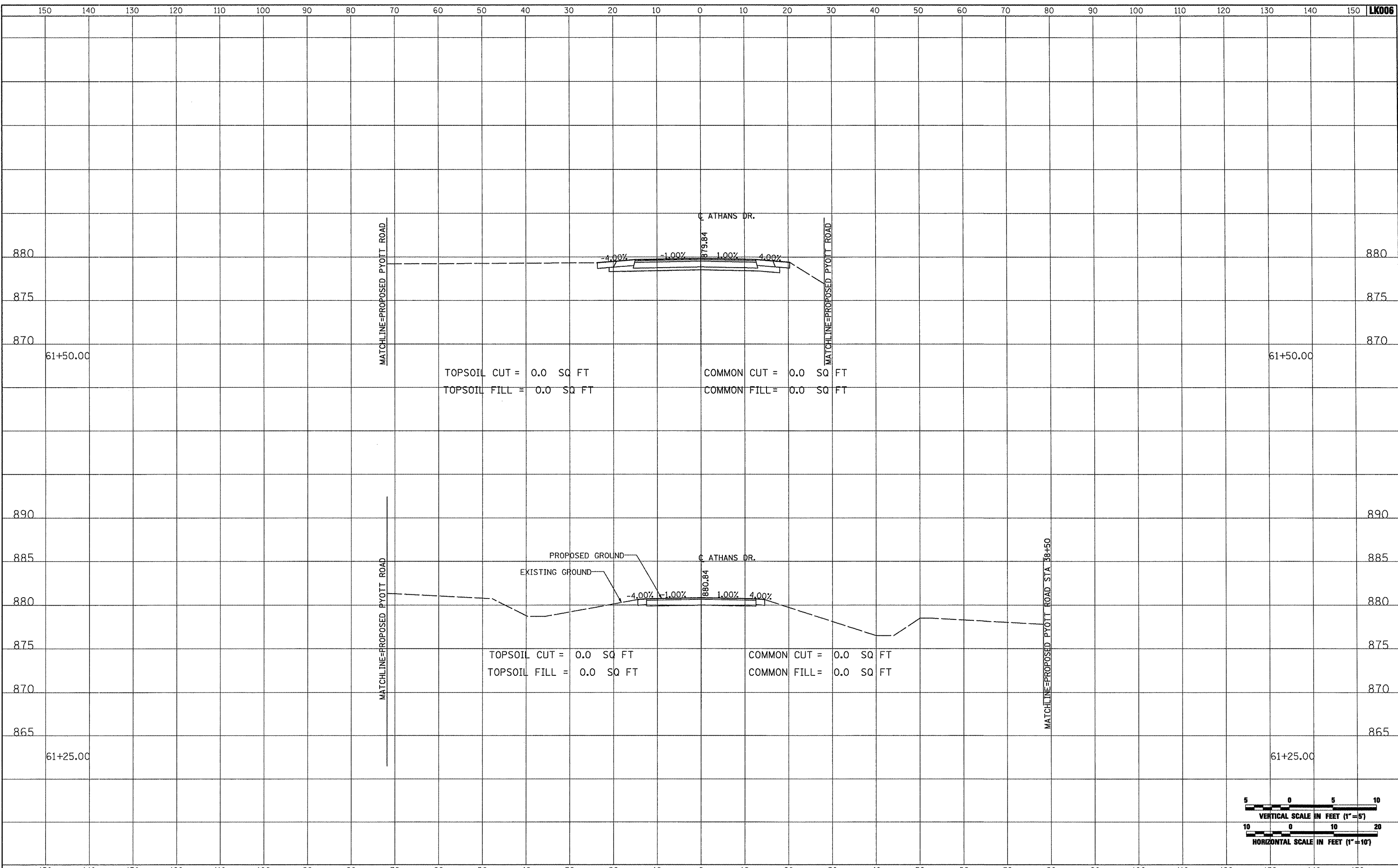


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| h:\05\jobs\08841\0568021\civil part b\sheets\CROSSSECTIONS_Athans | | DRAWN - CBP | REVISED - | | SCALE: AS SHOWN | STA. 60+50.00 TO STA. 61+00.00 | MCHENRY | 143 | 92 |
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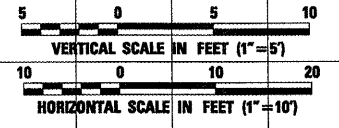
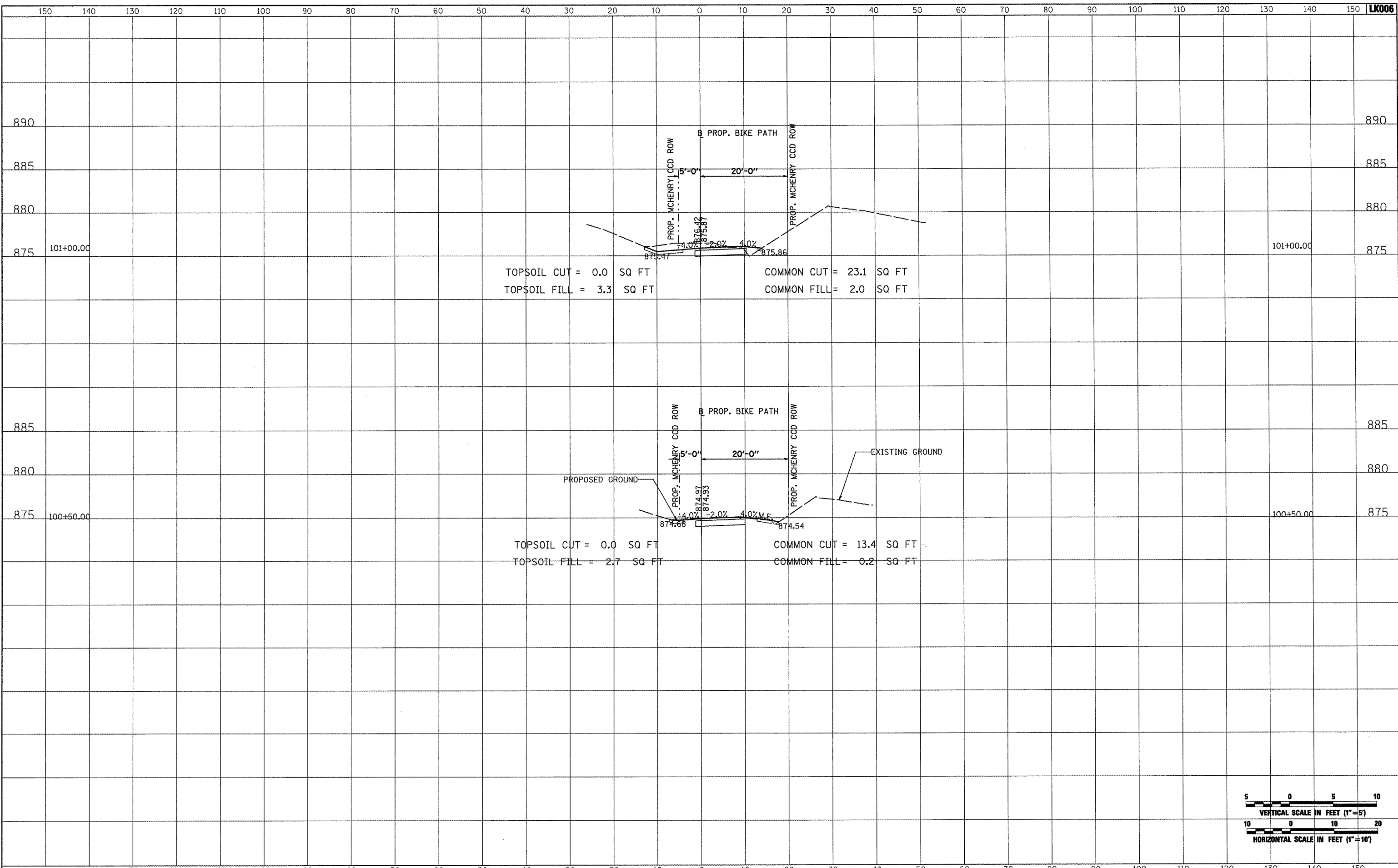


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| \\05jobs\02841\05b8021\civil part b\sheets\CROSSSECTIONS_Athans | DRAWN - CBP | REVISED - | MCHENRY | | | 143 | 93 | |
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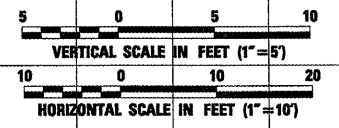
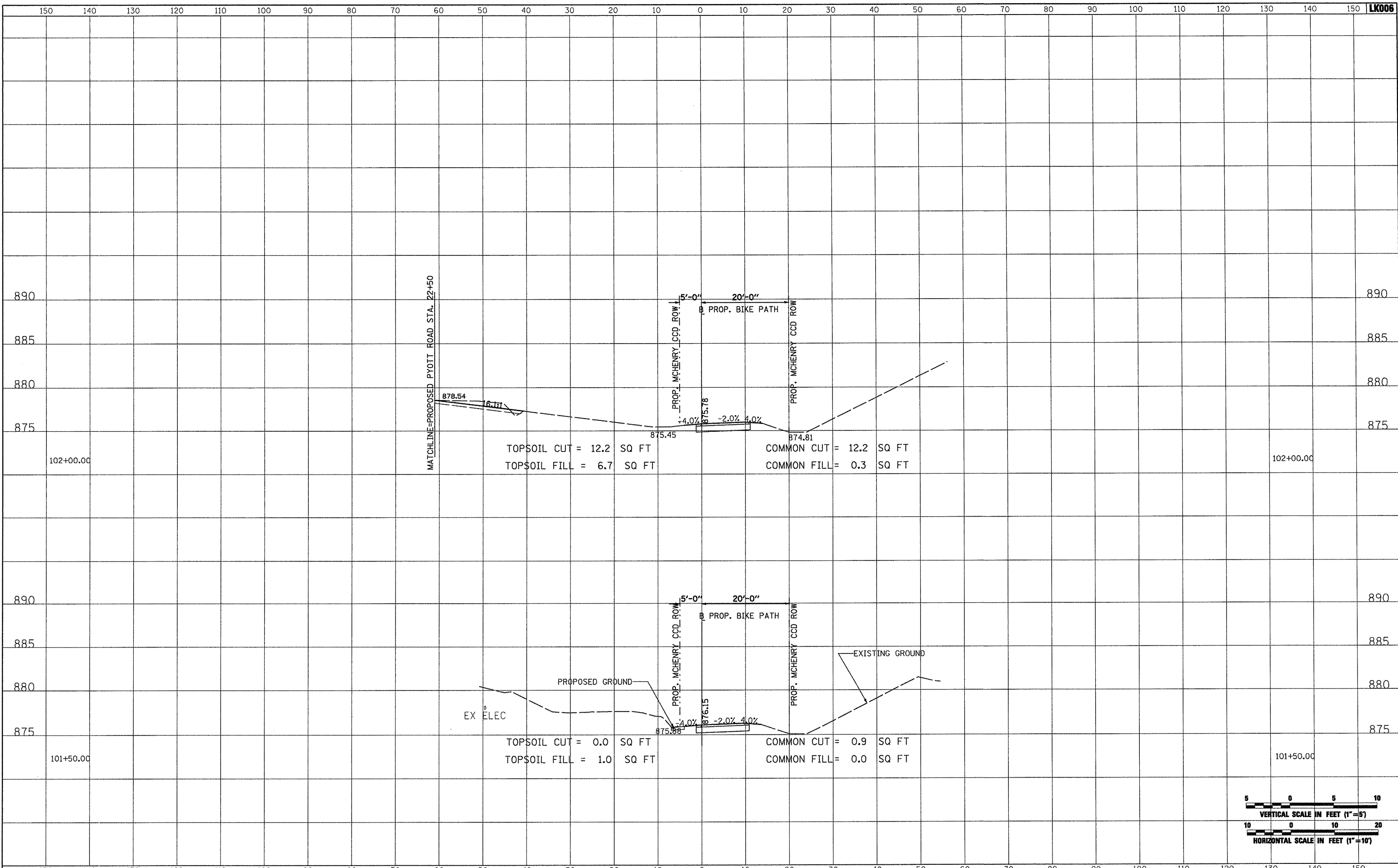


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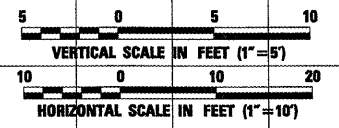
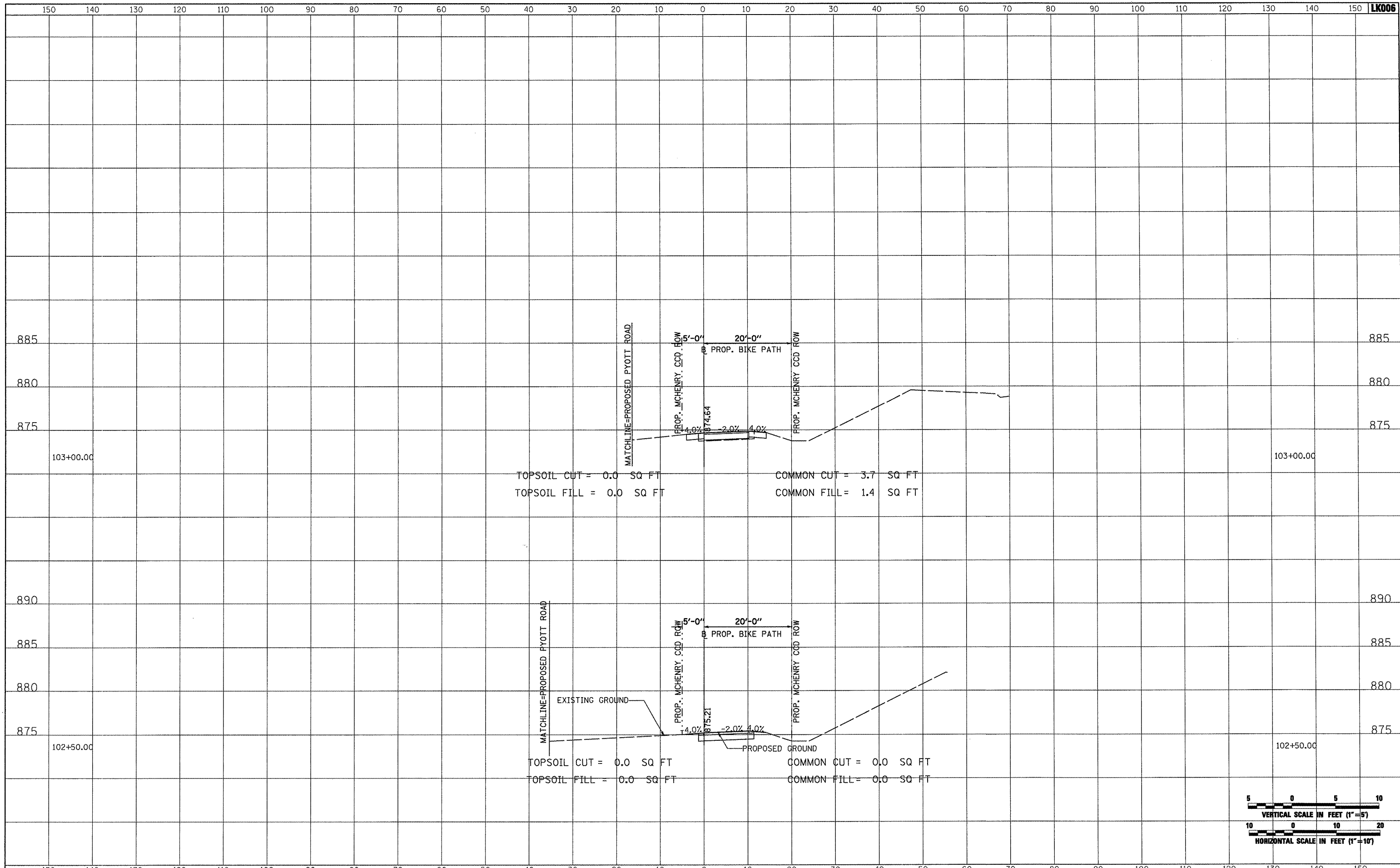


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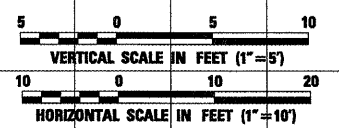
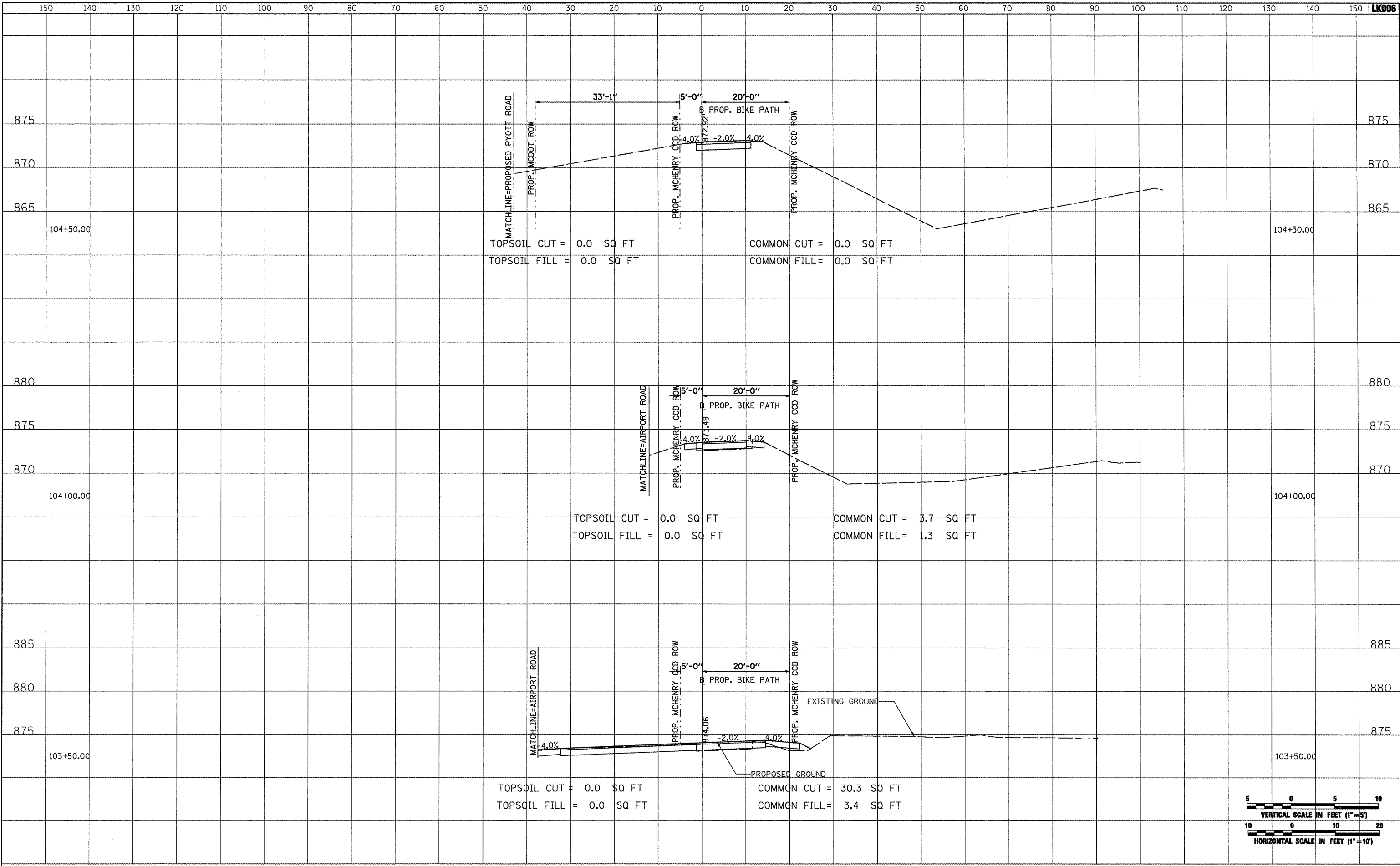


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| NOTE BOOK | AREAS CHECKED |

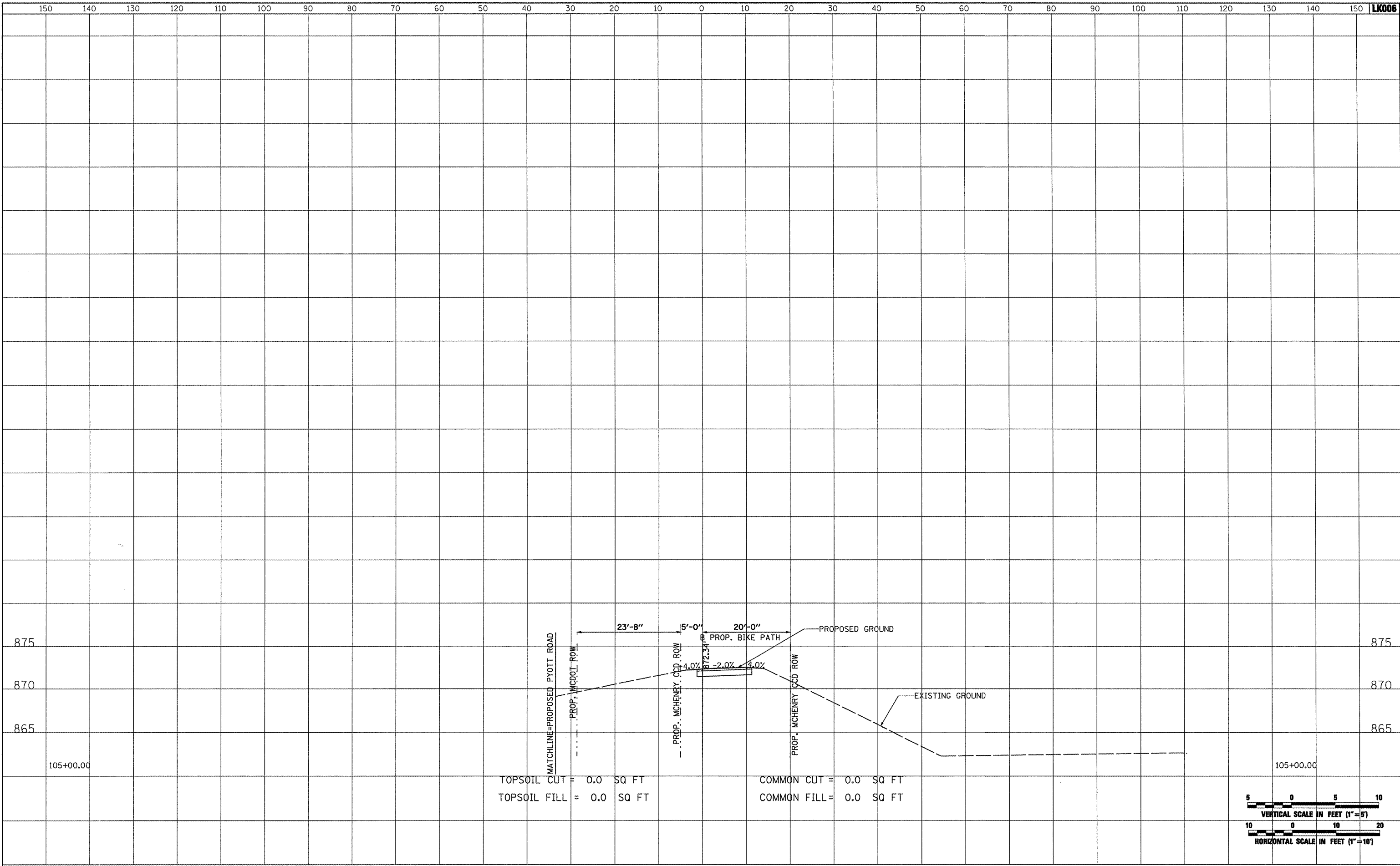


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| FILE NAME = | USER NAME = Blain01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED BIKE PATH | | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1:\05\jobs\00841\05b0021\civil part b\sheets\CROSSSECTIONS_Bike.sht | | DRAWN - CBP | REVISED - | | SCALE: AS SHOWN | STA. 103+50.00 TO STA. 104+50.00 | MCHENRY | 143 | 97 |
| | | CHECKED - LDH | REVISED - | | | | | | |
| | | DATE - 05/21/08 | REVISED - | | | | | | |

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| DATE | |
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| NOTE BOOK | |
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| BY | |
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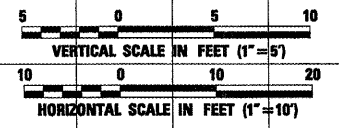
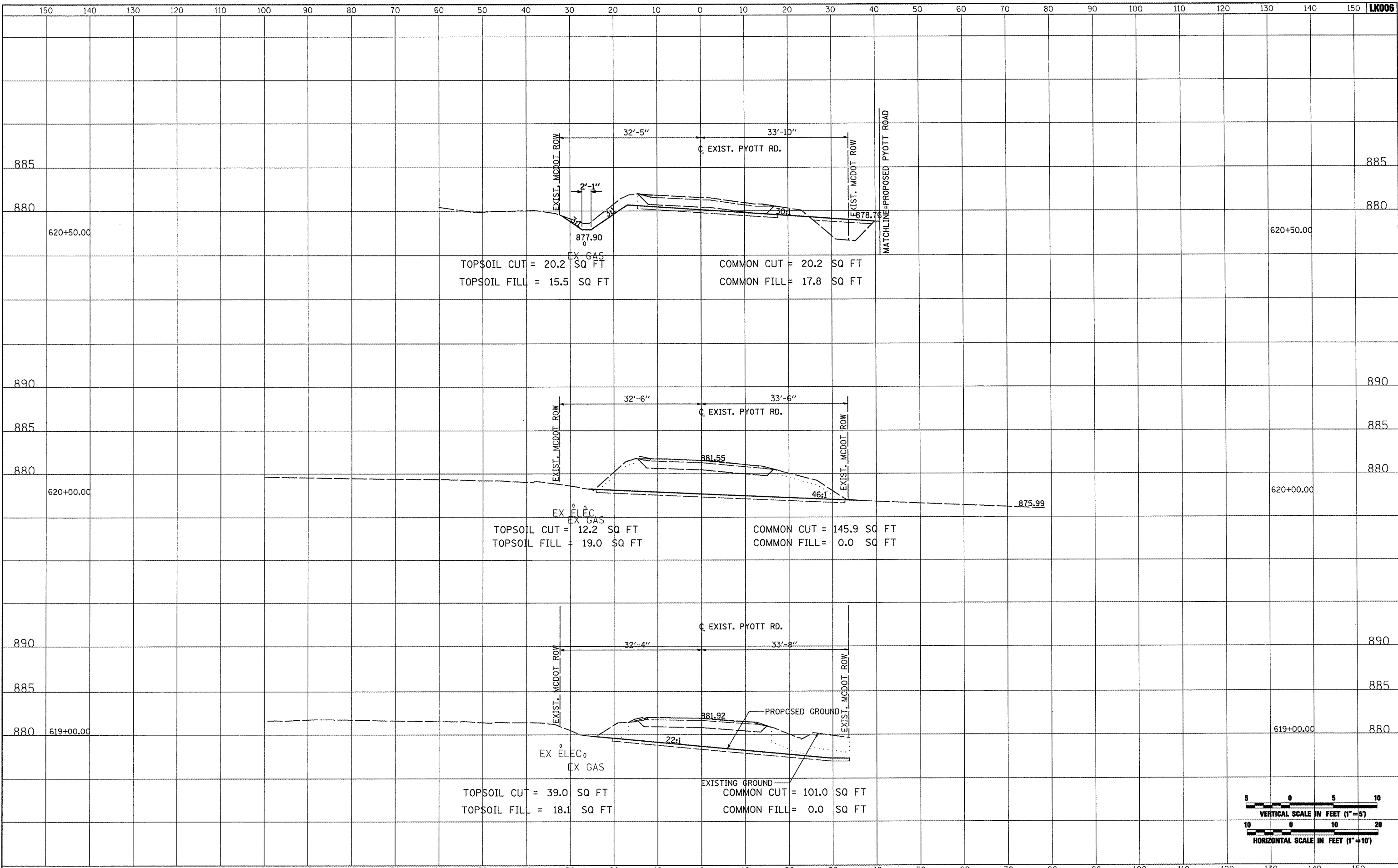


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| FILE NAME = | USER NAME = Blm01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS PROPOSED BIKE PATH | | COUNTY | TOTAL SHEETS | SHEET NO. | |
| H:\05jobs\00841\05b8021\civil part b\sheets\CROSSSECTIONS_Bike.sht | | DRAWN - CBP | REVISED - | | MCHENRY | 143 | 98 | | | |
| PLOT SCALE = 20.0000 ' / IN. | | CHECKED - LDH | REVISED - | | SCALE: AS SHOWN | | STA. 105+00.00 TO STA. 105+00.00 | FEDERAL AIP. NO. 3-17-0112-810 | ILLINOIS | IDA NO. 3CK-3807 |
| PLOT DATE = 02/25/2009, 01:53 PM | | DATE - 05/21/08 | REVISED - | | | | | | | |

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| BY | |
| SURVEYED | |
| PLOTTED | |
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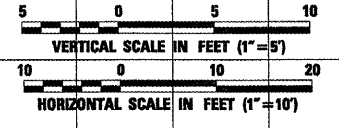
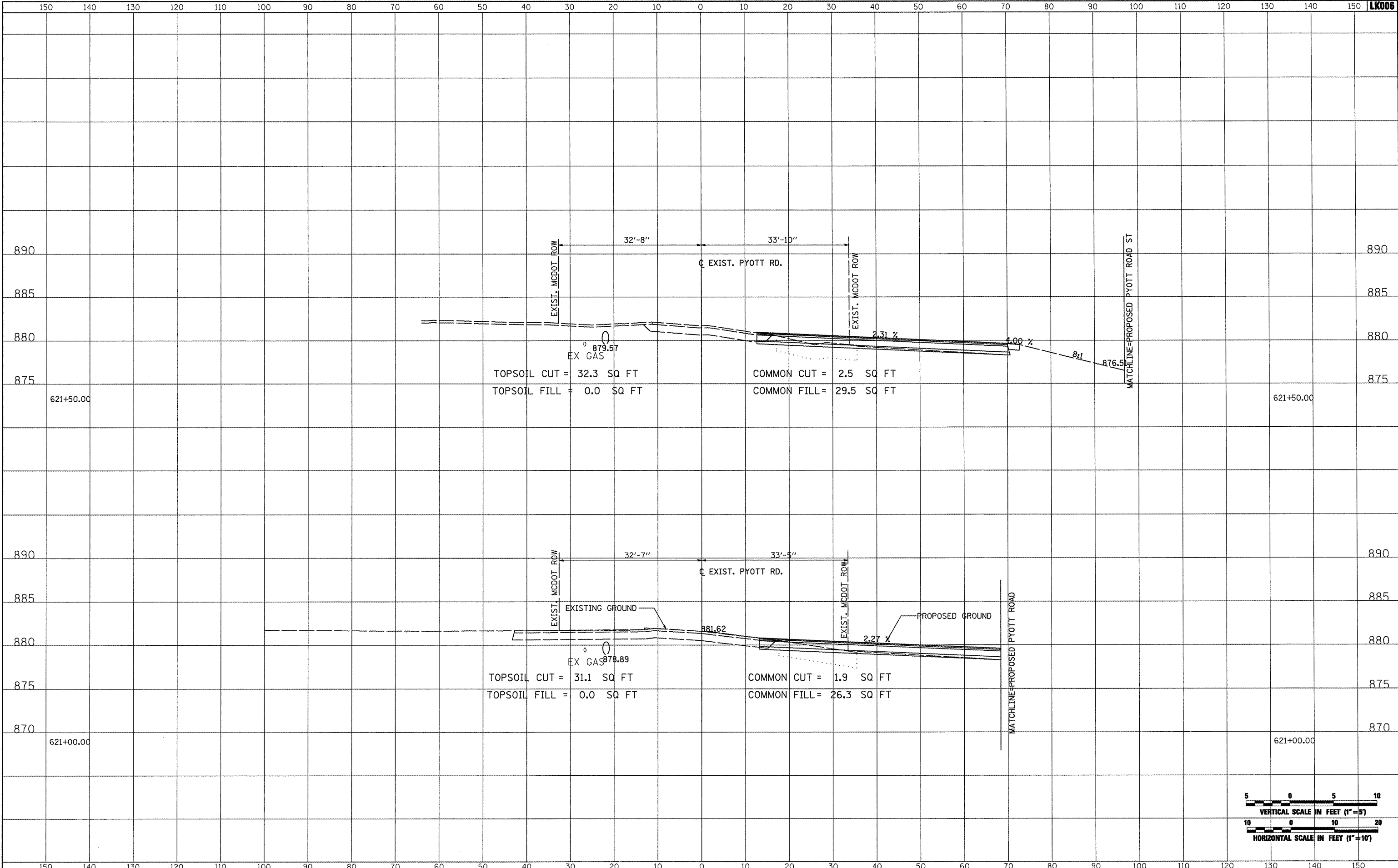


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| FILE NAME = | USER NAME = B1a1n01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS EXISTING PYOTT ROAD | COUNTY | TOTAL SHEETS | SHEET NO. |
| h:\05\jobs\00841\05b0021\civil part b\sheets\cross | SECTIONS_Cur_Pyott | DRAWN - CBP | REVISED - | | | MCHENRY | 143 | 99 |
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| PLOT DATE = 02\25\2009, 01:53 PM | DATE - 05/21/08 | REVISED - | REVISED - | | | SCALE: AS SHOWN STA. 619+00.00 TO STA. 620+50.00 | | |

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| DATE | |
| BY | |
| FINAL SURVEY | SURVEYED |
| NOTE BOOK NO. | PLOTTED |
| | TEMPLATE |
| | AREAS CHECKED |



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| DATE | |
| BY | |
| ORIGINAL SURVEY | SURVEYED |
| NOTE BOOK NO. | PLOTTED |
| | TEMPLATE |
| | AREAS CHECKED |



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| FILE NAME = | USER NAME = Blair01219 | DESIGNED - BLB | REVISED - | VILLAGE OF LAKE IN THE HILLS, ILLINOIS | CROSS SECTIONS EXISTING PYOTT ROAD | | COUNTY | TOTAL SHEETS | SHEET NO. |
| \\05jobs\00841\05b0821\civil part b\sheet\CROSSSECTIONS_CurPyt.tst | | DRAWN - CBP | REVISED - | | MCHENRY | 143 | 100 | | |
| PLOT SCALE = 20.0000' / IN. | | CHECKED - LDH | REVISED - | | | | | | |
| PLOT DATE = 02/25/2009, 01:53 PM | | DATE - 05/21/08 | REVISED - | | | | | | |
| | | | | | SCALE: AS SHOWN | STA. 621+00.00 TO STA. 621+50.00 | FEDERAL AIP, NO. 3-17-0112-010 ILLINOIS IDA NO. 3CK-3807 | | |